PUBLIC WORKS, IRELAND.

SIXTY-SECOND ANNUAL REPORT

OF THE

COMMISSIONERS OF PUBLIC WORKS

IN

IRELAND:

WITH

APPENDICES,

FOR THE YEAR ENDING 31ST MARCH, 1894.

Presented to both Houses of Parliament by Command of Her Majesty.

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PUBLIC WORKS, IRELAND.

SIXTY-SECOND ANNUAL REPORT

OF THE

COMMISSIONERS OF PUBLIC WORKS IN IRELAND,

FOR THE YEAR 1893–94.

TO THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY.

MAY IT PLEASE YOUR LORDSHIPS,

Introduction.

In submitting our Sixty-second Annual Report on the several services entrusted to our management, we propose to somewhat vary the arrangement on which previous Reports have been made, and to deal with the several divisions of the subject in the following order :—

(1.) Voted Services, *i.e.*, services for which provision is made by vote of Parliament.

(2.) Light Railways and Tramways.

(3.) Non-voted Services, *i.e.*, services provided for from other sources than Parliamentary votes.

(4.) Loans.

At the same time we propose in the body of the Report to deal only with the principal features that have presented themselves under each head during the year and to record in Appendices the details of administration or the statistical results of the year. We apprehend that in this way, while for official purposes the record of the year's operations will be no less complete and accessible, the salient points of the year's history will be followed with greater interest and convenience.

Duties of the Board.

As a general preface to our Report, we repeat from last year's Report the following extract from the Report of the Committee appointed in 1870, to inquire into the administration by the Board of the services with which it is charged :—

> "The variety of those services is very great. The Commissioners not only conduct all the business which is delegated to two separate Boards in London (namely, the Commissioners of Her Majesty's Works and Public Buildings, and the Public Works Loans Commissioners), and part of that which is intrusted to the Inclosure Commissioners (9 & 10 Vic., c. 101), but they also have under their charge a considerable amount of work which is not done in Great Britain at all by the Government, such as the maintenance of Inland Navigations, &c.; they are likewise members of the Board of Control for Lunatic Asylums, and of the Board of Control over the Royal Canal.
>
> "To be charged with the lending of sums of public money is, of itself, a trust, the importance of which it is not easy to overrate; and when to this is added the control of an expenditure of over £200,000 a year;* the care of a large amount of valuable public property, the interpretation and administration of very numerous Acts of Parliament; and the conduct of much extraneous business, some idea may be formed of the responsibilities thrown on this Board.
>
> "Moreover, the Board of Works occupies a position peculiar to itself. It is the only Department of the State which has under its charge loan operations as well as a large expenditure. In having to accommodate local authorities and individuals with capital, which they cannot so cheaply raise in the open market, and at the same time keep watch over a public expenditure, the Board has more or less conflicting interests to deal with; it has to consult the special interests of localities and persons and at the same time to protect the general interests of the public. Its duties, therefore, may at times be attended with more than ordinary difficulties."

Since the date of that report the duties of the Board have been largely increased both by automatic development and as the result of legislation.

* In the year 1893–4 the actual gross expenditure under the control of this Board, covered by the Civil Service Estimates, was—

(1) Class I.	
Vote 14 (p. 53).	
(a) Public Works and Building (Ireland),	£218,386
Vote 15 (p. 53).	
(b) Railways (Ireland),	250,467
(2) Class II.	
Vote 27 (p. 53).	
Public Works Office,	36,298
Total,	£505,151

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We may particularly refer to the loans authorized by the 31st Section of the Land Law (Ireland) Act, 1881, under which £813,155 in 10,006 separate accounts has been advanced, the Sea Fisheries Ireland Act, 1883, the Ancient Monuments Acts, the numerous amendments and extensions of our powers to lend for local and educational purposes, and the important duties imposed upon us in connection with the Schemes of railway extension presented under the Tramways and Public Companies (Ireland) Act, 1883, and the Light Railways (Ireland) Act, 1889.

Within the same period the duties of the Board have only been reduced by a reconstitution of the Board of Control, of which only the Chairman is now a member, though the whole clerical, accounting, draughtman's, and legal work is carried on by our staff, and by the transfer to the Congested Districts Board of the Sea Coast and Fisheries Fund and of the Irish Reproductive Loan Fund, with the exception of £20,000, which remains under our control.

In the Session of 1892 several Acts were passed affecting the status of the Board and their loan services.

By the Public Works Loans Act, 1892 (55 and 56 Vict., cap. 61, section 8), the Commissionsrs were incorporated for all the various duties they discharge with perpetual succession, and a common seal, with power to hold land, and such incorporation is thereby made retrospective as regards previous contracts or securities.

By the Ancient Monuments Protection Act, 1892 (55 and 56 Vict., cap. 46), the Ancient Monuments Protection Act, of 1882, has been extended, and by such extension the Commissioners have already become guardians of, and are thus enabled to protect and preserve monuments of historic and artistic interest which would otherwise be liable to be destroyed or become ruinous.

By the Drainage and Improvement of Lands (Ireland) Act, 1892 (55 and 56 Vict, cap. 65), tenants by agreement with their landlords or by order of the Board can promote and carry out Schemes for Arterial Drainage, under the Arterial Drainage Act of 1863, and the Acts amending and extending same.

By the same Act, sec. 11, we were given power to apportion charges for Drainage Maintenance on portions of lands liable to such a charge.

During the Session of 1893–94, several Acts affecting the operations of the Board were passed, but as they were not of a general character, they will be more conveniently alluded to in connection with the services to which they refer.

I.—VOTED SERVICES.

I.—Voted Services.

Under this head of our duties, comprising those services which are created by or maintained from, annual votes of Parliament, the accounts record the following net expenditures on each to 31st March, 1894, and the second column shows the net expenditure on the same votes for the preceding year 1892–93:—

—	1893–94.	1892–93.
Class I.	£	£
Public Works and Buildings, and Railways, Ireland, .	469,383	517,776
Class II.		
Public Works Office, ...	36,298	33,534
	505,681	551,310

Showing the net total charge for the year for these services to be £505,681.

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These services comprise — Voted Services.

Public Buildings, Ireland, viz. :—

Naval and Military; State and Official Residences; Civil Departments; Legal Departments; Metropolitan Police; Royal Irish Constabulary; Dundrum Criminal Lunatic Asylum; Science and Art Department; Public Education; Royal University and Queen's Colleges; Revenue Departments.

Royal Parks and Gardens :—

Phœnix Park; St. Stephen's-green; The Curragh of Kildare.

Royal Harbours :—

Kingstown; Howth; Donaghadee; Dunmore; Ardglass.

Inland Navigations :—

Boyne; Maigue.

Ancient Monuments Protection Act, 1882, 45 & 46 Vic., c. 73.
Ditto, Ditto, 1892, 55 & 56 Vic., c. 46.
Tramways and Light Railways—See also II., page 10.

Public Buildings.

General Observations.

The Public Buildings in charge of the Board number nearly 1,400, made up as follows :— Public Buildings.

Naval and Military Buildings,	221
Revenue Departments,	135
State and Official Residences,	18
Other Civil Departments,	1,004

National Education Buildings and School Grants.—A sum of £30,000 was voted for grants towards the erection of new schools and improvements to existing schools. Of this sum, £28,198 was expended, leaving unused £1,802 of the vote, although at the end of the financial year grants to the amount of £54,000, sanctioned by the Commissioners of National Education, remained to be met. School grants.

In our Report for the year 1892–3 we called attention to the difficulty of forecasting the probable expenditure in the financial year on the erection of new and the improvement of existing schools, owing to the want of any provision in the procedure under which grants are made by the Commissioners of National Education for requiring managers of schools to commence and finish works within a definite period after the making of the grant.

Some correspondence has passed on the subject with the Commissioners, and we understand that they are considering what steps should be taken to meet the necessities of the case.

Postal and Telegraph Buildings.—The approaching completion of the Amiens-street Parcel Post Depot made it necessary to decide as to the system of lighting to be employed. So far as we are aware, in Great Britain, whenever electric lighting has been introduced in Post Office buildings the supply has been obtained by a separate installation, for which as a rule the existence of engines required for the Postal and Telegraph work, and the presence of the Technical staff of the Telegraph Department gave special facilities. There would have been no difficulty in making similar arrangements at Amiens-street, but we considered that as the Corporation of Dublin had established a municipal electrical system it would be fair that the Government requirements should be supplied from that system, if the price per unit compared satisfactorily with the rate at which the energy could be generated by a separate installation on the premises. We do not think that the terms offered are as low as might have been given, considering the amount of energy that will be required, the hours at which it will be used, the permanence of the demand, and the regularity and certainty of payments by the Government, and we have therefore been obliged to give notice to the Corporation that we do not propose to take the current from them on the same terms after the expiration of three years. Parcel Post Depot.

The depot itself is practically finished, and only the fittings, which have been specially planned in consultation with the Post Office experts, now remain to be provided.

PHŒNIX PARK.

The Phœnix Park takes its name from a Manor House which formerly stood on the present site of the Powder Magazine. Phœnix Park.

The Phœnix Manor formed part of the lands of Kilmainham which were granted by Richard Strongbow, Earl of Pembroke in the year 1174, to the Knights Templars.

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The Order of Knights Templars was suppressed by Edward II. in the year 1307, and in the year 1310 their lands and possessions were granted to the Knights of St. John of Jerusalem, otherwise the Knights Hospitallers. In 1535, amid the general dissolution of religious houses, the possessions of the Hospitallers in Ireland were surrendered to the King, but in the Reign of Queen Mary the establishment was allowed to be reconstituted by Cardinal Pole, and Sir Oswald Massingberd, who was appointed Prior in 1557, held office until the second year of Queen Elizabeth's reign, when the Crown re-asserted its claim to ownership.

The Queen seems to have resolved to form the estate into a deerpark, but this resolution was not put into execution before the year 1662, when James, Duke of Ormond, then Lord Lieutenant, purchased, on behalf of His Majesty Charles II., for the sum of £3,000, from Christopher Fagan, of Feltrim, County of Dublin, Esquire, and Daniel Hutchinson, of the City of Dublin, Alderman, their interest in a lease for 60 years of the lands of Phœnix and Newtownland, in the parish of Kilmainham, containing 467 acres 10 perches. Various additions were subsequently made, for which a sum of £10,000 was issued by the Treasury, and on that being found to be insufficient, a further sum of £10,000 was granted in 1665.

The estates thus bought were conveyed to Sir John Templs, Solicitor-General, and Sir Paul Davies, Secretary of State, in trust for His Majesty.

As a result of these additions, the Park stretched on both sides of the River Liffey, including the site and demesne of the present Royal Hospital at Kilmainham.

The high road ran through the Park, and in consequence of the deer trespassing on the neighbouring fields, that part of the Park which was situated on the north side of the river was, in 1682, enclosed by a stone wall, and the highway and the lands lying on the south side of the river were excluded. The Park was completed by the Earl of Chesterfield during his Lord Lieutenancy, and the Phœnix Column was erected by him in 1745 to commemorate the laying out and embellishment of the grounds by walks and plantations.

The Park, as a Royal possession, was under the control of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues. In the year 1851 the management of it was transferred to the Commissioners of Her Majesty's Works and Public Buildings (Great Britain), and from them to the Commissioners of Public Works in Ireland on the 1st January, 1860.

Extent of Park.

The total extent of the Park is 1,752A. 3R. 21P. English statute measure, made up from the following estates, which were in possession of, or purchased by the Crown, for the formation and subsequent enlargement of the Park :—

	A.	R.	P.
1. The Manor of the Phœnix and Newtownlands, Crown lands,	467	10	0
2. Part of the lands of Chapelizod, purchased of Sir Maurice Eustace, Knt., Lord Chancellor of Ireland,	441	0	0
3. The whole of the remaining lands of Chapelizod, with the Mills, Manor, and Town, purchased of the said Sir Maurice, but its dimensions or the additions to the Park are not stated.			
4. Part of the lands of Grangegorman purchased of Colonel John Daniel for £126 1s. Extent not stated.			
5. Certain lands from Thomas Pooley of Dublin, Gent., for £600.			
6. Certain lands from Sir John Temple, Knt., for £200.			
7. Part of the lands of Upper Castleknock, purchased of John and William Warren of Corduff, for £240,	16	2	0
8. Part of the lands of Ashtown, in the parish of Castleknock, purchased of John Connell of Pelletts Town, Gent., for the sum of £2,270,	152	1	24
9. Part of the lands of Castleknock, from Phillip Hore, Gent., in consideration of his other lands being confirmed to him,	28	0	0
10. Fields near Kilmainham, from T. Musgrave, for £85,	16	0	0
11. The interest in certain lands and a house in Chapelizod, part of the estate of Sir Maurice Eustace, Knt., purchased from David Edwards for £150,	30	0	0
12. Certain lands from Thomas Boyd. Extent not stated.			
13. A meadow near Oxmantown, purchased from Robert Bowyer for £44.			

Included in this area are the Demesnes attached to the

	A.	R.	P.
Vice Regal Lodge, area comprising	180	3	34
Chief Secretary's Lodge, "	75	2	27
Under Secretary's Lodge, "	51	3	23
Also The Ordnance Survey Office, comprising,	20	1	16
Royal Hibernian Military School, "	31	3	39
Royal Irish Constabulary Depôt, "	10	1	24
Magazine Fort, "	2	1	10
	373	2	10

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In addition to these there are sundry small enclosures attached to the Bailiff's and Park Constables' Lodges, the Nursery, Deer Farm, &c., amounting in all to 14A. 1R. 25P. The enclosure to the Royal Zoological Gardens comprises an area of 19A. 1R. 5P., while at various times separate cricket grounds have been granted on licences to the Phœnix Club, Civil Service Club, the Garrison Club, the Constabulary Club, and the Workingmen's Club, comprising altogether an area of 14A. 2R. 17P.

The area of the enclosures in the Park, it will be seen, amounts to 421A. 3R. 17P. out of a total area of 1,752A. 3R. 21P.

As your Lordships are aware, at various times questions have been asked directed against the maintenance of the several cricket grounds above referred to. While we are of opinion that the practice of granting these grounds should not, if possible, be extended, it does not appear that any necessity exists for the withdrawal of the privileges enjoyed by the Clubs, whose matches are open to view without payment, and with the military and other bands frequently provided by the Clubs afford much enjoyment to the public. At the same time we have thought it desirable, in order to meet what appears to be a growing desire for cricket grounds in the Park, to establish a public cricket ground in the neighbourhood of the ground known as the Civil Service ground. The preliminary steps for this purpose were taken in the Autumn of 1893, and although the ground is of course not yet in first-class order, we hope in time to be able to bring it into good condition, and with the co-operation of those who use it to maintain it in good playing order. Cricket grounds.

We have also during the year slightly changed the position and improved the shape of the Polo Ground on the Nine Acres. The matches and games played on this ground form one of the most popular amusements of Dublin, and are watched by crowds of spectators of all classes. For the protection of the public a wooden barrier has been put up with the permission of the Board by the All Ireland Polo Club on two sides of the ground, leaving both ends open for pedestrians or equestrians when the ground is not being used, and for the further protection of the spectators we have moved the boundary line forward, so as to avoid any risk from falling branches of the elms which, though affording a grateful shade, constituted a possible source of danger from the decay to which (in this Park after a certain number of years) the elm is subject. The change of position has at the same time enabled us to afford facilities for the movement of vehicles and spectators round the ground which did not formerly exist. Polo grounds.

In other parts of the Park we have taken steps to provide for the replacement of worn-out or decaying trees, and to secure in future years avenues and groups of trees that shall be worthy of this great Public Park.

For some considerable time our attention has been directed to the extent to which the roads of the Park were used for the general traffic of the district surrounding it. No restriction had ever been placed on what we may call pleasure traffic, and at the same time passes through the Park had been freely granted for market gardeners' carts from the Strawberry Beds, for farmers' carts, and for all sorts of traders' carts and vans. We came to the conclusion, upon an examination of the facts, that looking to the existence of county roads on the north and south, the Park roads were being excessively and unnecessarily used, and that the amount and character of the traffic was such as to detract from the primary object of the Park as a public pleasure ground. In particular, it had become clear that the Park roads were used for traffic from the Strawberry Beds, from Chapelizod, &c., in order to avoid the steep ascent on the county road outside the Park boundary, and to take advantage of the better condition in which the Park roads are kept as compared with the county roads. Park roads.

Accordingly, at the beginning of the year 1894, we introduced as a temporary measure a change by which all traffic, other than pleasure traffic, was only allowed to pass between the Dublin gate and the Castleknock gate, the other gates being closed to business traffic.

Lest, however, any hardship should be caused to the market gardeners, &c., frequenting the Dublin market, we, with your Lordships' consent, agreed to give a temporary pass to them, so as to enable the question of the improvement and proper maintenance of the county road to be brought before the Grand Jury of the County of Dublin at their next meeting for fiscal business.

We have also relaxed the rule forbidding vans to pass through the side gates of the Park, and where real necessity has been shown by tradesmen serving public institutions, &c., in the Park, we have, as occasion required, granted passes between Dublin gate and Chapelizod gate, and between the North Circular Road gate and the Ashtown gate.

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Lower Boyne Navigation.

Boyne Navigation.

The Boyne Navigation stretches from Drogheda to some distance above Navan, and consists of two portions, the Lower, 14 miles, under the charge of the Board, and the Upper, which has been in the hands of a local Board of Trustees. It has for some time been evident that if water communication between Navan and its natural port of Drogheda was to be maintained, some change of management would be necessary in order to give facilities for the repair of the Upper part of the Navigation, and to encourage and develop traffic on the whole system. The proposal for the formation of a new Company with this object has aroused considerable local interest in Navan and Drogheda, and, though it has not yet been completely worked out, it offers a prospect of future success.

Details of the above and other services comprised under this division of our Report will be found in Appendix A, pages 28–30.

II.—LIGHT RAILWAYS AND TRAMWAYS.

Tramways and Light Railways under the Acts of 1860 to 1890.

Light Railways and Tramways.

Under the provisions of the Tramways Acts of 1860 and 1861 we are required, on the application of the promoters of tramway and light railway projects, to cause an inquiry to be held into the merits of the undertakings from an engineering point of view, and into any modification in that respect which may be advantageously made, and to report our opinion thereon. These reports are directed to be submitted to the Grand Juries for their information in considering the proposals made.

In connection with undertakings proposed to be guaranteed under the Tramways and Public Companies (Ireland) Act, 1883, we are further directed by section 10 of that Act to furnish the Lord Lieutenant in Council with an estimate of the amount of paid-up capital which will be necessary for the purpose of the undertaking. The estimates having been examined and checked for that purpose, are submitted to the Privy Council at the hearing of applications for Orders authorizing the construction of any line of tramway or light railway, and the Engineers who checked those estimates attend at the hearing and are examined thereon.

The cost of these inquiries is defrayed out of funds deposited in our hands by the Promoters.

Tramway inquiries, 1893–4.

In the following cases the inquiry as to engineering merits required by the first named Act (Sect. 9) as modified by section 7 of the Act of 1861, was prosecuted in each case by an Inspector appointed by the Board, and the cases were duly reported on for the guidance of the local authority concerned :—

1. Dublin, Swords, and Garristown, in which a guarantee was applied for.
2. Dublin United Tramways.
3. Clontarf and Hill of Howth.

In the case of No. 1 we informed the Promoters and the Grand Jury concerned that there were no funds available under the Tramways and Public Companies (Ireland) Act, 1883, to be applied in aid of dividends guaranteed by the Baronies, Your Lordships having declared that, under the joint operation of that Act and of the Act of 1889, 52 & 53 Vic., cap. 66, all funds for State assistance to such projects were exhausted.

An amount is provided in the Estimates to enable us to meet any contributions which may become payable in respect of the two per cent. which may be repaid to the baronies under the 9th Section of the "Tramways (Ireland) Act, 1883." A General Statistical Return is appended (*vide* Appendix F.), showing the capital of each Line with the Revenue and expenditure in each year since its opening, and the annual charge both on the guaranteeing baronies and the Treasury.

State and Local aid to Railways.

The approaching completion of the railways to which the assistance of the State was given under the Light Railways (Ireland) Act, 1889, affords a convenient occasion for a summary of the various steps by which railway extensions in Ireland have been facilitated by State or local aid.

In 1836 the question of the construction of railways in Ireland was brought forward by the Government. A Royal Commission was appointed at the end of 1836, and renewed in 1837, for the purpose of considering a general system of railways for Ireland, and the best mode of directing the development of this new means of intercourse to the channels where the greatest advantage might be obtained by the smallest outlay, with a view to developing the resources of the country.

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In consequence of the recommendations of that Commission, the Government submitted certain resolutions to the House of Commons in favour of the construction of the lines between Dublin and Cork with a branch to Limerick as public works for the execution of which the Treasury was to be empowered to issue Exchequer Bills and of the appropriation of the revenue :—

(1.) To the maintenance and working of the railways ;
(2.) To payment of interest at 3½ per cent. on the advances ;
(3.) To a sinking fund not exceeding 1½ per cent. per annum ;
(4.) To reduction of rates or extensions of the systems.

These resolutions were adopted by the House, but the question of Government interference was subsequently dropped, and private companies were allowed to proceed as in England and Scotland.

State Loans to Railways

The Irish Railway Companies were, however, treated somewhat exceptionally. They early sought and obtained Government aid for constructing their railways, and under the Acts authorizing the advance of money out of the Consolidated Fund for public works several sums were advanced from time to time to aid the construction of railways in Ireland.

The first of these advances was made to the Dublin and Drogheda Railway Company in 1842.

The distress in Ireland caused by the famine led to increased application for such assistance, in consequence of which Parliament, in 1847, authorized the further issue of £620,000 out of the Consolidated Fund to the Great Southern and Western, the Waterford and Kilkenny, and the Dublin and Drogheda Railway Companies.

In 1849 Parliament also authorized the issue of £500,000 out of the Consolidated Fund to aid the Midland Great Western Railway of Ireland Company in completing the line of that Company. Other advances have since been made to Irish Railway Companies, which amounted in the whole, on the 31st March, 1893, to £4,197,746, out of which £3,383,278 had been repaid.

In 1866 Parliament sanctioned the advance of £500,000 out of the Consolidated Fund to Irish Railway Companies for a period not exceeding twelve months, to enable them to meet pressing liabilities. This latter loan was of advantage rather to pay off persons who had incautiously lent their money on the security of existing Irish railways than to increase the amount of railway communication in Ireland.

From the fact that railway extension in Ireland beyond the trunk lines has been effected to so great a degree by separate companies for each piece of line it is probable that a larger proportion of the capital has been locally subscribed than would be the case with a great company issuing additional stock at a financial centre.

(1) Aid from Landowners

But in addition to this the assistance of the locality has been largely given in Ireland in two other ways (1) contributions in the form of capital or guarantee by the landowners of the district, and (2) guarantees of the interest on portions of the capital charged on rates.

As examples of the former we may refer to the construction, by the Duke of Devonshire, of the line between Lismore and Fermoy, the guarantees given by the London city companies in respect of the interest on £20,000 in the case of the Dungiven Railway, £60,000 in the case of the Derry Central, £7,000 in the case of the Drapers-town, the collateral guarantee of £62,900 for the Southern Railway (by certain private individuals), and the guarantee given jointly and severally by landowners of the interest on a State loan of £100,000 required for the completion of the Sligo, Leitrim, and Northern Counties Railway between Collooney and Enniskillen.

(2) Local Guarantees.

But the most usual form of local assistance in Ireland for railway extension was the guarantee of interest on a certain portion of the capital by a charge on the local rates.

Thus in addition to the loan from the Consolidated Fund above-mentioned the Midland Great Western Railway Company was assisted by a guarantee, from the baronies through which it passed, of five per cent. upon the capital required for the purposes of its extension from Athlone to Galway. The Railway Company were required to render accounts, which were submitted to an auditor named by the Government, and the baronies were called upon to levy rates for payment of the guarantee during many years, but under the provisions of an Act passed in the year 1865, the baronies were, in October, 1870, relieved from all further liability to the guarantee, and the Railway Company was no longer required to submit the accounts of this portion of the line to Government audit.

The southern portion of the country has been especially liberal in giving these guarantees : *e.g.*, in the case of the line now known as the Cork, Bandon, and South Coast Railway, the extensions from Dunmanway to Skibbereen, and from Drimoleagne

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to Bantry, were made with the assistance of local guarantees of five per cent. for thirty-five years on capital sums of £53,000 and £40,000, respectively.

These local guarantees are at varying rates of interest: in some cases they are limited to a maximum sum leviable in each year, in others to a maximum poundage rate. Some are perpetual, others for a term of years: in some the net earnings have largely relieved the guarantee, in others the guarantee is being and is likely to continue to be paid in full.

The total amount guaranteed is slightly over a million pounds, exclusive of the Athlone-Galway guarantee mentioned above.

In the Relief of Distress Amendment Act, 1880 (43 and 44 Vic., c. 14, ss. 13–15), an attempt was made to combine both State and local assistance in favour of certain lines specified in the schedule to that Act. The Treasury was empowered to lend, on somewhat more favourable terms than the general law allowed, upon the security of a baronial guarantee. In few, however, of the schemes referred to was it found possible to make practical use of this concession; and it became apparent that if railway extensions were to be made, especially in the districts which most needed opening up, further assistance must in some form or other be granted by the State.

Tramways, &c., Act, 1883.

Accordingly in 1883 the Tramways and Public Companies (Ireland) Act, 46 and 47 Vic., cap. 43, was passed, based on the principle of resting primarily on local responsibility as regards both finance and control, but placing a partial Imperial guarantee as regards the former behind the local guarantee, with a view both of diminishing the pecuniary burthen on the locality and of improving the value of the security.

Procedure.

Persons intending to promote a scheme for a Tramway or Light Railway under the Act were required in the first instance to form themselves into a company under the provisions of the Limited Liability Acts. They must then publish certain notices, and deposit *inter alia* with the Secretary to any Grand Jury concerned, and with the County Surveyor and the Clerk of each Union through which the line passes, plans, sections, and lists of owners of property affected (the County Surveyor, particularly so far as their scheme affects the county roads in his charge) and obtain a report from an Engineer nominated by the Board of Works, that the scheme is feasible from an engineering point of view—these provisions having been laid down by previous Irish Tramway Acts which are incorporated with that of 1883. If these preliminary requirements were duly complied with, the case came before the Grand Jury, who, in the event of opposition, heard both sides by Counsel, and if favourable to the proposal made a presentment charging certain baronies or parts of baronies with interest at a stated rate on prescribed portions of the capital, either in perpetuity or for a fixed term of years, the district becoming bound to make good the ascertained half yearly deficiency in the net receipts to the amount of such interest. Such presentment has also to provide for the completion and working of the undertaking at the cost of the district in the event of the promoters making default in so doing, and for its becoming vested in the Grand Jury if such default continued beyond a certain period; also for the representation of the district in the management and in the finance of the line, and it had to satisfy other conditions laid down in the first section of the Act. The promoters having so far succeeded, had next to submit to the Privy Council of Ireland a Draft Order in Council embodying the scheme, and if all was in order the case was considered by a Committee of Council, promoters and opponents being heard by Counsel as before. If, however, there was any defect in these formalities the Privy Council had no power such as that possessed by the Standing Orders Committees of Parliament to overlook or condone such defect. The Committee of the Privy Council were supplied with the Report of the Board of Works on the estimated cost of the scheme, and after hearing the case might if the Order were unopposed finally approve (with the consent of the Treasury) or reject it; but if it were opposed and yet granted, confirmation by Parliament was necessary before it could take effect. This confirmation is given as was determined in the case of the Cork and Coachford Bill in 1886 by a public Bill. A deposit of five per cent. of the capital had to be made as in the case of a private Act of Parliament before the powers given by the Order could be put in force. The local guarantee runs from the date of the payment of each instalment of capital unless otherwise specially provided, but it is not until a line has been completed under this Act and opened for traffic that the direct pecuniary responsibility of the State begins. Section 9 of the Act authorizes the Treasury to repay to the district one half the amount it has been required to pay under the guarantee on account of any half year's working, subject to the limitations that:—

Treasury contribution.

(1.) The line is maintained in working order, and carries traffic;
(2). No more than 2 per cent. on the capital shall be so paid;
(3.) The liability of the State is limited to £40,000 per annum in all.

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The Act of 1883 made some few relaxations in the then existing Tramway Law (Section 23), and it contemplated (Section 1 (6), a single company being responsible for two or more lines or (Section 11.), a subscription by an existing railway company to a scheme for a light railway or tramway.

Royal Commission of 1886.

The Royal Commission on Irish Public Works, of which Sir James Allport was Chairman, reported in 1888 that apart from the question of the extent to which the guarantee might require to be enforced, the results of the Act of 1883 had not been such as had been hoped and expected.

They attributed this comparative failure :—

(1.) To the cumbrous and consequently expensive procedure under the Act;

(2.) To the form which the guarantee takes in practice, no payment being capable of being made for any half year till several months after its close, and the Government contribution from its indirect character giving practically no additional value to the stock ;

(3.) To the great liabilities imposed upon the district, not only for interest, but for working expenses ;

(4.) To the great responsibility thrown upon the Privy Council ;

(5.) To the fact that no existing Railway Company could promote a line under the Act ;

(6.) To the encouragement given by the Executive Government to the promotion of lines on the three feet gauge.

The Commission also passed some general criticisms on the principles of the Act based on the want of independent control throughout the proceedings, the constitution of the public bodies by whom the guarantees were given, and the danger that such lines might become a means of investing money simply on the strength of the guarantee, the holders of the stock having no personal concern in the success or efficient working of the line, or even in its proper construction, inasmuch as the interest on their capital is in any case secured to them under the guarantee.

Recommendations of Royal Commission

The Royal Commission came to the conclusion (1) that railway extensions cannot be made without State assistance in the parts of Ireland in most need of them; (2) that if such assistance were given it should be given in the clearest and most direct way consistent with the preservation of local responsibility and with the existence of some provision for its ultimate discontinuance, and they, therefore, recommended that the Government should grant to the constructors of any approved line 3 per cent. on the necessary capital, and that the district should guarantee in addition the equivalent of a rate of sixpence in the £1 on the annual rateable value, this local contribution being allotted in the first instance to meeting any excess of working expenses above the income of the line, and subject to this to the reduction of the payments by the Government under the guarantee.

As regards the gauge they recommended that wherever possible the gauge should be the standard gauge and that the lines should be "Light Railways."

The Light Railways recommended were :—

(1.) From Downpatrick to Ardglass.

(2.) From Letterkenny *via* Kilmacrenan, Creeslough, and Dunfanaghy to Cross Roads.

(3.) From Stranorlar *via* Glenties and Ardara to Killybegs.

(4.) From Ballina *via* Killala to Belmullet.

(5.) From Galway to Clifden *via* Oughterard.

(6.) From Killorglin to Valentia.

(7.) From Skibbereen to Baltimore.

(8.) From Kinsale Station to Kinsale Harbour.

(9 & 10.) Short branches at Bantry and Dungarvan.

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These recommendations are in addition to lines which have been, since the date of the Report, constructed under other arrangements.

Light Railways Act, 1889.

In the Session of 1889 the Government introduced the Light Railways (Ireland) Bill, the object of which was to give effect to some of the recommendations of the Commission.

It provided that the Lord Lieutenant in Council might from time to time declare that it is desirable that Light Railways should be constructed between certain places for the development of Fisheries and other industries, but that owing to the circumstances of the district special assistance from the State is required for their construction.

State assistance under Act of 1889.

The State assistance was to be derived (*a*) from the balance of the annuity of £40,000 given by the Tramways and Public Companies Act, 1883; (*b*) from a capital sum of £600,000 to be provided by Parliament; (*c*) from an additional annuity of £2,000. Owing to Parliamentary exigencies the Bill, as finally passed, was confined practically to these provisions and to the incorporation of the procedure of the Tramways Acts, and none of the desirable amendments in previous legislation were included.

The Act was to apply only (*a*) where the promoters of the Light Railways are an Irish Railway Company having a railway open for traffic, or (*b*) where the promoters have made an agreement approved by the Treasury for the maintenance, management, and working of the Light Railway by such Railway Company, or (*c*) where a baronial guarantee was given for the payment of dividends upon a portion of the capital pursuant to the provisions of the Act of 1883. The aid of the Treasury might take the form of a capital sum or of an annual payment or partly one and partly the other, and the capital sum might be a free grant or a loan, or partly one and partly the other. The adjustment of the two forms of aid, annual payment and capital sum, so as not to exceed the limits of the Treasury assistance already stated, was directed to be made on the basis of 3 per cent.

Scheduled Lines.

The Act received the Royal assent on 30th August, 1889, and in the *Dublin Gazette* of the 1st November, the following lines were scheduled :—

1. Buncrana to Carndonagh; 2. Letterkenny to Dunfanaghy and Gweedore; 3. Stranorlar to Gweedore; 4. Stranorlar to Glenties; 5. Donegal to Killybegs and Glenties; 6. Ballina to Belmullet; 7. Westport to Belmullet; 8. Galway to Clifden; 9. Headford to Kenmare; 10. Killorglin to Valentia; 11. Downpatrick to Ardglass; 12. Skibbereen to Baltimore; 13. Kinsale Pier; 14. Bantry to Bantry Pier.

And in the *Dublin Gazette* of 24th December the following further lines were scheduled :—

15. Letterkenny to Doochary Bridge, Glenties and Killybegs; 16. Claremorris to Clifden.

At the same time it was intimated that it must be distinctly understood that the money voted by Parliament would not be sufficient to construct all the lines so scheduled, and that the choice of those selected would in part be determined by the character of the arrangements which could be made with the promoters.

In addition to matters to be reported on by the Board under the provisions of the Tramway Act of 1860, we were required under this new Act of 1889 to report upon (1) the propriety of the amount fixed as the nominal capital for the construction of the line, &c., and (2) the merits of the proposed line in all points of view.

Statements of all the lines proposed under the Act, with the names of the promoters, and the investigators who held the inquiries on our behalf, are contained in former Annual Reports and need not be here repeated, but it may be observed that in the first instance no existing Railway Companies appeared to promote lines, except in the case of the line from Donegal to Killybegs, that from Downpatrick to Ardglass, and the short extension of the Bantry line to Bantry Bay.

Result of inquiries.

As a result of the inquiries held early in 1890 we recommended to the Grand Juries (subject to the limits of the financial assistance given by the State) the following lines, and the last column of the table shows the action of the Grand Juries thereupon at the Spring Assizes of 1890.

TABLE.

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County.	Lines.	Length—Miles.	Gauge.	Estimate.	Free Grant.	Guarantee.	Action of Grand Juries.
				£	£	£	
Donegal, .	Donegal and Killybegs, . .	18¾	N.	116,600	115,600	1,000	Guaranteed.
" . .	Stranorlar and Glenties, .	24½	N.	117,000	116,000	1,000	Do.
" . .	Letterkenny and Crossroads, .	45	N.	236,000	235,000	1,000	Disapproved.
" . .	Buncrana and Carndonagh, .	18½	N.	87,500	62,500	15,000	Guaranteed, but presentment not fiated.
Mayo, . .	Ballina and Belmullet, . .	39½	N.	154,000	153,000	1,000	Guaranteed.
" . .	Westport and Mallaranny, .	18	B.	110,100	109,100	1,000	Do.
" . .	Ballina and Ballycastle, . .	15	B.	74,500	73,500	1,000	Do
Galway, .	Galway and Clifden, . .	49¼	B.	245,600	244,600	1,000	Do.
Kerry, . .	Headford and Kenmare, .	19¾	B.	110,000	50,000	60,000	Do.
" . .	Killorglin and Valentia, .	26¾	B.	155,000	85,000	70,000	Do.
Cork, . .	Baltimore Extension, . .	7¾	B.	56,700	56,700	—	Approved.
" . .	Bantry Bay Extension, . .	1¾	B.	30,000	20,000	—	Do.
Down, . .	Downpatrick and Ardglass, .	8	B.	51,000	30,000	17,000	Guaranteed.

Reconsideration.

In the prolonged and careful discussions which subsequently took place during the summer of that year both in London and Dublin between the Treasury, the Irish Government, and the Board of Works, the points chiefly emphasised were (1) the necessity of reducing as far as possible or at any rate of defining the limits of the local liability; (2) the necessity of securing the construction and if possible the future working and maintenance of the lines by existing Railway Companies in a strong financial position. The application of these principles to the above table would have excluded all the lines except the Bantry Bay Extension and the Ardglass line, as none of the principal Railway Companies of Ireland had come forward under the new Act to proceed with the schemes as approved by the Grand Juries, and would have necessitated the construction of the lines either by Companies with no capital, except that supplied by the State or by local guarantees, or else directly by this Board; and secondly the working and maintenance of the lines by those Companies under conditions of management and earning power least likely to lead to success, and involving very serious financial liabilities under the guarantee given by the localities not only for interest on the guaranteed capital but for any deficit in working expenses.

The Government therefore decided as far as possible to deal directly with existing Railway Companies, and a beginning was made with the Midland Great Western Railway Company in connection with the Galway and Clifden line.

Clifden and Killala lines.

After prolonged discussion it was arranged that the Company should enter into an agreement for the construction, working, and maintenance of the line from Galway to Clifden, and of the first portion, from Ballina to Killala, of the North Mayo line in consideration respectively of the payment by the Government of capital sums of £264,600 and £44,000.

At the same time the Company undertook not to ask the localities for a guarantee on any capital in respect of these lines. This undertaking has the advantage to the Company of dispensing with local directors and audit of accounts, and to the localities of removing any liability for working expenses.

After the main features of this arrangement had been agreed to, as it was clear that fresh presentments would be required, and as it was desirable, in view of the possible necessity of providing relief works to meet distress in case of the failure of the potato

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Railways (Ireland) Act, 1890.

crop, not to wait for the Spring Assizes of 1891, the Railways (Ireland) Act, 1890, was introduced and passed, for the purpose of enabling special sessions to be held to consider the Railway Schemes mentioned in the First Schedule to the Act, viz.:—

Galway to Clifden.
Westport to Mallaranny.
Ballina to Killala.
Headford to Kenmare.
Killorglin to Valentia.

Section 5 of the Act also authorizes the construction of a railway other than a light railway under any agreement made by the Treasury under section 4 of the Act of 1889.

The Railway Act received the Royal Assent on the 18th August, 1890, and shortly afterwards the then Financial Secretary to the Treasury came over to Dublin and entered upon personal negotiations as regards the other lines.

Baltimore and Bantry lines.

The terms of the agreement were settled for the construction of the Skibbereen and Baltimore line, and its future working and maintenance by the Cork, Bandon, and South Coast Railway Company, the free grant amounting to £56,700.

The same Company also entered into an agreement for the construction, working, and maintenance of the short extension from the existing station at Bantry to the water side, in consideration of a free grant of £15,000.

Mallaranny line.

An arrangement was made with the Midland Great Western Company for the construction, working, and maintenance of a Railway from Westport to Mallaranny, on terms similar to those of the Galway to Clifden, and Ballina to Killala agreements, except that in consequence of the greater difficulty of the line, the mileage rate of the Treasury contribution was largely increased.

Kerry lines.

In the case of the Kerry lines, while the Great Southern and Western Railway Company had expressed a willingness to work the line from Headford to Kenmare on not unfavourable terms, they were unwilling to work the Killorglin to Cahersiveen line without a local guarantee.

In the end, however, the Company agreed to take over the construction, working and maintenance of both lines in consideration of a free grant of £50,000, and a guarantee under the Act of 1883 at 4 per cent. on a capital of £60,000 in the case of the Kenmare line, and a free grant of £85,000 and a similar guarantee on £70,000 in the case of the Cahersiveen line.

Transfer of Railways Act, 1890.

In the negotiations with this Company some amendments in the law were found to be desirable, and, accordingly, in the autumn Session of 1890, the Transfer of Railways (Ireland) Act was passed, giving powers for the transfer to and vesting in a Railway Company of any undertaking that had obtained a presentment under the Tramways (Ireland) Acts.

At the same time baronial guarantees were to remain in force, and the Railway Company to which the transfer might be made was authorized to issue baronial guaranteed shares, and themselves to guarantee punctual payment of dividends, or, in lieu of such shares, to create and issue debenture stock equal in amount to the guaranteed stock, the Company being regarded as the holder of the guaranteed stock unissued and entitled to receive the dividends thereon.

Section 17 of the same Act gave power to the promoters of any light railway with whom the Treasury had made an agreement to enter upon any land which they were authorized to take on depositing in the Bank of Ireland such sum as may be certified to be proper by a valuer appointed by the Board of Public Works.

South Donegal Railways: history.

The case of the South Donegal Railways presented the greatest difficulties.

The starting point of the system is at Strabane, from which the Finn Valley Company had constructed a standard broad gauge line to Stranorlar. This line was originally worked by the Irish North Western Railway, but in more recent years the working has been carried on by the Company itself, with its own waggons and carriages, but with engines hired from, and run by the Great Northern Railway Company at a mileage rate.

In 1879, the West Donegal Line from Stranorlar to Donegal, on the narrow gauge, was promoted, and the Finn Valley Company entered into an agreement to work it for 70 per cent. of the gross earnings, with a guarantee that the owning Company's proportion should not be less than £2,500 per annum, the working per-centage to be lowered as the traffic increased.

The West Donegal Company were granted a loan of £50,000 by the Board of Works, on condition that the Company provided an equal amount. This condition not being fulfilled the issues of the Government loan were stopped at £40,000, and the

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construction of the line ceased at a point known as Druminin, in a field four miles from Donegal. In consideration of this shortening of the line the minimum payment by the Finn Valley Company was reduced to £2,000 till the line should be completed, but the effect of the non-completion of the line was such that the earnings were never sufficient to produce £2,000 per annum after deducting the working percentage of the Finn Valley Company, and that Company had therefore to make up the deficit from the earnings of its own line and not only ceased to be a dividend paying concern but accumulated considerable arrears. At the same time the inconvenience to the public was excessive, and finally, in 1886, a separate Company (with a guaranteed five per cent. capital of £19,000), under the Act of 1883, obtained an Order in Council for building the remaining four miles to Donegal. In relief of the guarantee, £400 was hypothecated of the £2,500 minimum payment by the Finn Valley Company.

There were thus in existence (1) a broad-gauge line worked by the owning Company with its own waggons and carriages, but with engines hired from and run by the Great Northern Railway; (2) a narrow-gauge line, provided with rolling stock; and (3) a narrow-gauge line without rolling stock, both of which were worked by the broad-gauge Company. It should be added that the terminal station at Donegal was built under a separate arrangement, and was merely rented.

Under such circumstances it was obviously impossible to secure such substantial security for the working and maintenance of the lines with freedom to the locality for any liability for working expenses, as had been aimed at and attained in Mayo, Galway, and Kerry.

A further element of difficulty was introduced by the fact that one of the proposed lines (to Killybegs) was an extension of a narrow-gauge line and must be built of the same gauge.

Killybegs Line.

An agreement for the construction, working, and maintenance of this line was therefore made with the West Donegal Company which held the presentment of the Grand Jury for a guarantee on a capital of £1,000, carrying with it the liability of the guaranteeing area for any deficit on working expense.

Glenties Line.

It remained to deal with the Glenties line for the construction of which the Chief Secretary had given a promise during his visit to Donegal in the autumn of 1890.

In view of the weak financial position of the Finn Valley Company negotiations were opened with the Great Northern Railway Company for the construction, &c., of the line, but that Company was unable to come to terms with the Finn Valley Company for the acquisition of its line, on a working agreement, which it regarded as an indispensable preliminary, and the negotiations therefore fell through.

The only alternative was to make an agreement with the Finn Valley Company, and to obtain at the same time such a re-arrangement of the Donegal Railway system as would afford the best guarantee for its future success.

Amalgamation of South Donegal Companies.

With this object all the Companies concerned agreed to amalgamate, and it was decided to alter the Finn Valley line from broad to narrow gauge. This at first sight retrograde step was justified by the fact that it would enable the same engines and rolling stock to be used over the whole system from Killybegs and Glenties to Strabane, and would not only save the expense and delays due to the break of gauge at Stranorlar, in addition to the necessary change at Strabane, but would get rid of the arrangement for the hire of engines from the Great Northern Railway.

It was felt, however, that such a change should not be effected until every attempt had been exhausted to maintain the existing gauge to Stranorlar with a broad gauge extension to Glenties.

Accordingly a further meeting took place at the Treasury, between the representatives of the Great Northern Railway and the Donegal Companies, in the summer of 1891, and terms were agreed to for the working of the Finn Valley Line by the Great Northern Railway with a view to the construction and working of the Glenties line by the latter Company.

The arrangement, however, failed to obtain the approval of the proprietors of one of the lines concerned, and therefore fell through.

There was accordingly no alternative left but to construct the Glenties line as a narrow gauge line, as part of an amalgamated narrow gauge system for Southern Donegal.

The amalgamation of the Companies concerned was effected by an Act in 1892, under the style of the Donegal Railway Company, and by a further Act of 1893, the amalgamated Company obtained powers to build a separate station at Strabane with the necessary approach line.

These works to which your Lordships have given the assistance of a loan of £13,000 are now approaching completion. The Killybegs line was opened in August of 1893;

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it is hoped that the Glenties line will be completed and opened before the autumn of 1894, and that by that time the whole narrow gauge system of 72 miles will be in full working order.

That this result was not reached without immense trouble to every one concerned will be apparent from the above statement, from which it will be seen that nearly every possible complication due to working arrangements, financial difficulties, legal obligations, and local and in some cases even personal feelings had to be reduced to order, but the final result will, we believe, justify all the trouble that preceded it, by the benefit that it will confer on the districts through which the old and new lines run, and on the Companies themselves.

Achill Extension Line.

In the case of the Westport Mallaranny line the fixing of the terminus at Mallaranny had been due partly to the limitations of the Parliamentary grant and partly to the uncertainty as to the direction of future extensions.

In the Autumn of 1890, however, the Chief Secretary, in view of the then approaching distress, decided that the line should be extended to Achill Sound, primarily as a relief work, and the Midland Great Western Railway Company intimated their willingness to work the line when completed.

The negotiations with the Company have been somewhat protracted, turning as they did on engineering and other details, on which, while there was great diversity of opinion, there was no means of obtaining an authoritative decision by a third party. We are glad, however, to be able to report that a settlement has been arrived at, and that a contract has been let and is now rapidly being executed for the completion of the line in accordance with the terms agreed upon with the Company.

Claremorris and Collooney Line.

The last line that we have to mention is that from Claremorris via Swinford to Collooney.

The works were first commenced as relief works. Subsequently presentments were obtained from the Grand Jury of the County of Mayo for a guarantee under the Act of 1883 at four per cent. on a capital of £40,000, in respect of the Claremorris and Swinford portion, and from the Grand Jury of Sligo for a similar guarantee on a capital of £80,000 for the Swinford Collooney portion. The remainder of the cost was made up by a free grant, and an agreement was made with the Waterford and Limerick Railway Company for the construction, working, and maintenance of the line.

This line in combination with the recent extension of the Athenry and Tuam line to Claremorris, will provide direct through communication from Limerick and the south, to Sligo, and via the Sligo, Leitrim, and Northern Counties Railway to Enniskillen and the North. There are no difficulties of construction, and the line should be opened and working before the end of 1895.

Financial arrangements.

The assistance given by the State to the lines above enumerated, involved an excess over the sums authorized by Parliament, and necessitated an extension by the Light Railways Act of 1893, of the annuities previously authorized by £5,000. It had been provided by the Public Accounts and Charges Act, 1891, that the permanent annuities under the Act of 1889 might be capitalized, and the equivalent sum borrowed from the National Debt Commissioners to be repaid by temporary annuities. This policy has been carried out, and the sums borrowed from time to time for the railway service from the Commissioners have been converted into annuities with a currency of 10 years.

Taken together the state assistance authorized by the Acts of 1883, 1889, and 1891, represents an annuity of £65,000.

Of this amount £25,682 is hypothecated to the payment of the Treasury contribution of 2 per cent. on the lines constructed under the Act of 1883 solely, the guaranteed capital of which amounts to £1,284,112.

A further sum of £5,040 is required for a similar contribution on a total capital of £252,000, guaranteed under the Act of 1883 for the lines constructed under the Act of 1889, viz., Killybegs, £1,000, Glenties, £1,000, Collooney-Claremorris, £120,000, Kenmare, £60,000, Caherciveen, £70,000.

The balance of £34,278 capitalised at 3 per cent. will be sufficient to cover the free grants made under the Acts of 1889, and leave a small margin for preliminary expenses incurred by this Department and contingencies.

Those of the agreements under the Act of 1889 that were completed before Orders in Council, January, 1891, and the relevant are included in House of Commons paper, No. 67 of 1891. Those since concluded have *mutatis mutandis* followed on the same general lines.

Under the Act of 1883, 295½ miles of railway have been constructed, of which only 50¾ miles are on the standard gauge.

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The extensions under the Act of 1889 amount to 236¾ miles, of which only 43¼ miles are on the three feet gauge.

Of the 1883 lines only three are worked by established Railway Companies that were in existence before the passing of the Act, the remaindsr are worked either by the promoting Companies or by other Companiee established under the Act or by committees of Grand Juries. In all there is a liability not only for the guaranteed interest but for any deficit on working expenses. For all the 1889 lines, arrangements for working and maintenance have been made with existing Companies, and in the majority of cases under such conditions that uo liahility for working expenses can accrue to the locality, while the amount of capital on which interest is guaranteed is, relatively, a small proportion of the total cost of the lines. The freedom from liability for working expenses is probahly the point on which the 1889 lines bear the most favourahls comparison with those of 1883.

III.—NON-VOTED SERVICES.

Non-voted services.

Arterial Drainage Works.
Arterial Drainage, Maintenance and Increased Rents, and Railway Clauses Consolidation Act.
Fishery Piers and Harbours Acts, 1846 to 1883.
Fishery Piers and Harbours Maintenance.
Arklow Harbour.
Shannon Navigation.
Sea aud Coast Fisheries (Ireland) Loan Fund.
National Monuments and Ecclesiastical Ruins, 33 & 34 Vic., c. 46.
Post Road Repairs.
County Surveyors' Assistants.
Bridges between Counties.
Limited Owners' Residonces.
Arbitrations—For Railways and other Public Works.
Loans—Receivers' Accounts.

This division of our duties comprises a varisty of services placed under our control or management in pursuance of several Acts of Parliament. Though numerous, some of them are of only casual occurrence, and therefore do not form the subject of any special remarks.

Arterial Drainage.

Those on which reports follow include Arterial Drainage works, where, except in the matter of occasional maintenance, our functions, in addition to making loan advances, are confined to advice to Drainage Trustees and Boards, to making final awards for completed works, dietributing the proper proportion of charges among the proprietors of land in each district, and subsequently apportioning the charge on any lands sub-divided, and, when called upon to do so, increasing the rents of tenants in respect of ascertained improvements.

Piers and Harbours.

We are charged with a variety of duties in connexion with fishery piers and harbours which have been constructed by Government grants and by contributions from counties, and persons locally interested in these works. This duty is not confined to new works, but extends to the very numerous piers which have been constructed from time to time by Government aid since the year 1820, and which, although vested in counties, frequently require the direct interference of Government, either in the matter of repairs or otherwise.

Navigations.

The administration of the Shannon and other navigations in Ireland, whether maintained from their own funds, as in the case of the Shannon, or partly by votes of Parliament, involves considerable care and attention.

Fishery Loans.

The whole assets of the Irish Rsproductive Loan Fund and of the Ssa Coast and Fisheries Fund have been handed over in accordance with the Purchase of Land (Ireland) Act, 1891, to the Congested Districts Board, with the exception of £20,000 of the latter Fund, which remains in our charge, and is available for Fishery Loans in all the non-congested portions of maritime counties of Ireland.

National monuments.

Another important branch is the care and preservation of 137 National ecclesiastical structures which have been vested in us from time to time, and are maintained out of

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the balance and income of a grant of £50,000 allocated for the purpose from the Irish Church Fund in pursuance of the Irish Church Act, 1869. Particulars of the works undertaken during the year under this head will be found in Appendix (H).

Certain duties in connexion with the Grand Jury system of Ireland still devolve on us, the principal of which are the occasional repair of Post Roads, the examination of County Surveyors' Assistants, the building of bridges between counties, and other miscellaneous duties.

We are also charged with certain duties in connexion with Limited Owners' Residences, Arbitrations under the Railway Acts, and in aiding the Local Government Board with certain financial duties connected with the Public Health Act, Emigration, Seed Supply, &c.

Lunatic Asylums.

The Commissioners for the General Control and Correspondence, and for Superintending and Directing the Erection, Establishment, and Regulation of the Asylums for Lunatic Poor comprise the Chairman of this Board associated with the Inspectors of Lunacy and other gentlemen, and the duties have been carried on as if forming part of the regular duties of this department.

Receiver Accounts.

The Board, acting under the powers conferred on them by the 45th, 46th, and 47th sections of the Act 1 & 2 Wm. IV., c. 33, and by deeds of mortgage, have entered into possession of the Letterkenny and Southern Railways, and exercise control over the revenues of Galway Harbour.

The Annual Accounts in these matters are included under the head of Miscellaneous Services, as detailed in the Appendix (D 7), pages 62–65.

Railway and Canal Traffic Act, 1888.

During the year we have been called upon to frame a Schedule of Tolls, &c., and classification of goods for the Shannon Navigation under the Railway and Canal Traffic Act, 1888. As the necessary steps under that Act have not yet been completed, we defer our complete report upon the matter to our next Annual Report.

Details of our operations under this division of our duties will be found in Appendix B), page 30. Details of Non-Voted Services.

Loans.

IV.—LOANS.

(1). Loans secured on Undertakings, *e.g.* :—

For Inland Navigation, Harbours, Railways, &c., under 1 & 2 Wm. IV., c. 33.
For Labourers' Dwellings in Towns, and Housing of Working Classes, under Acts of 1866, 1885, and 1890.

(2). Loans secured on Rates, *e.g.* :—

To Grand Juries for Roads, Bridges, Piers, Harbours, Lunatic Asylum Buildings, Courthouses, Reformatories, and Industrial Schools.
For purposes sanctioned by the Public Health Acts.
For Labourers' Dwellings under the Act of 1883.
For Dispensary Houses.

(3). Loans secured on Lands, *e.g.* :—

For Arterial Drainage Works.
For Arterial Drainage Maintenance.
To Owners for improvement of Lands, viz. :—Drainage, erection of Farm Houses and Buildings, of Dwellings for Agricultural Labourers; Planting for Shelter (10 Vic., c. 32, &c.)
To Tenants for improvement of their Holdings, viz. :—Drainage, and most of the purposes included in the previous service (44 & 45 Vic., c. 49).
For Purchase under Land Act, 1870.

(4.) Miscellaneous Loans, *e.g.* :—

Glebe Loans.
For National School Teachers' Residences.
For Seed Supply under Acts of 1880 and 1890, &c.

(5.) Irish Church Fund Loans—secured on Rates or Lands.

The extent and variety of the purposes for which loans are made by the Board are made clear by the abstract of Accounts of Loans for Public Works given in Appendix (C), with the remarks on the several services following thereon, and as regards the year

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1893-4, by the following statement of the different purposes for which loans have been made during the year.

Total Number of Loans for each Class.	PURPOSES OF LOANS SANCTIONED 1893-94.	N	£	£
	Class I.—Loans secured on Undertakings.			
	Harbours,	1	3,000	
	Railways,	1	13,000	
9	Labourers' Dwellings,	7	11,463	
				27,463
	Class II.—Loans secured on Rates.			
	Loans to Counties :—			
	County Roads, Bridges, and Piers,	8	8,840	
	Industrial Schools,	2	3,500	
	Repairs of Post Roads,	1	1,000	
	Lunatic Asylums Buildings,	23	188,168	
	Loans to Unions :—			
	Public Health Acts,	65	164,736	
	Schools,	1	3,000	
	Labourers Acts,	140	45,390	
247	Dispensary Houses,	7	5,250	
				419,884
	Class III.—Loans secured on Lands.			
	River Drainage Maintenance,	3	442	
	Land Improvement—Loans to Land Owners,	217	35,565	
717	" " Occupiers,	496	42,870	
	" Preliminary Expenses, 10 Vic., c. 32, s. 15,	1	1,000	
				79,877
	Class IV.—Miscellaneous Loans.			
	Glebe Loans,	29	8,944	
	National School Teachers' Residences,	45	10,148	
77	National Schools and Training Colleges,	3	2,580	
				21,672
1,050				£548,896

ADVANCES, REPAYMENTS, AND ARREARS.

Advances, repayments, and arrears.

The earliest mention of Public Works Loans to be found in the Abstract submitted by the Board is in connection with the Statute 57 Geo. III., c. 34, passed in 1817. The total of all loan advances from that date to 31st March, 1894 (with certain loans made under special Acts before 1817), is £39,922,334.

The classified abstract in Appendix (C), pages 42–45, shows how this amount has been disposed of, by repayments, remissions, balances outstanding, &c.

	£
Total Repayments,	23,293,054
Total Remissions,	7,992,265
Written off from Local Loans Fund,	197,125
Outstanding Balances,	8,439,890
	£39,922,334

This outstanding balance is represented in the books of the Office by 25,682 open accounts. The loans are generally in course of repayment by half-yearly instalments.

The advances to borrowers in the year 1893–94 out of moneys advanced by the National Debt Commissioners were £417,251, as against £460,648 in 1892–93, and £438,878 in 1891–92.

The amounts received in the year were £440,479, in repayment of principal, and £266,765 in respect of interest, making together £707,244. Of the latter amount, £649,371 was paid to the National Debt Commissioners, and £57,874 to the Irish Land Commission in discharge of principal and interest of loans made out of the Irish Church Fund.

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Dublin South City Markets Company.

The amount outstanding of the loans to the Dublin South City Markets Company has been very largely reduced.

The Company were incorporated by their Act of 1876, with a share capital of £200,000 and a loan of capital of £50,000 for the establishment of a market, and in 1879, by the Dublin South City Market Amendment Act of that year they acquired further powers for improving their market undertaking, and for that purpose were authorized to acquire additional lands, and raise additional capital. By the same Act the undertaking of the Company was for the purposes of borrowing, divided into two portions—one called "the market," and the other "the residue of the undertaking." By a further Act obtained in the year 1883 the provisions of the Act of 1879 as to raising additional capital were amended, and the Company were authorized to borrow an additional sum of £25,000 upon the security of the net revenues of the market, and another sum of £75,000 upon the security of the net revenues of the market or any property comprised in the residue of the undertaking, including therewith if thought fit as additional security the net revenues of the market applicable to dividend on ordinary or preference capital.

On the security of the undertaking, the Company borrowed from this Board in 1881 £50,000, and in 1884 a further sum of £25,000, of which, on the 26th June, 1893, there remained due £46,992 16*s.* 9*d.* In 1884, on the security of "the residue," and of the net revenues of the market they borrowed a sum of £25,000, and in 1886 a further sum of £20,000, in 1888 a further sum of £10,000, and in 1889 a further sum of £10,000, making in all £65,000 out of which on the same date there remained £59,934 4*s.* 4*d.* still due.

The Company considered that it would facilitate the repayment of the monies owing to the Board and improve the position of the debenture holders and the undertaking generally if they were allowed, without increase of borrowing powers (1) to consolidate the several securities existing in respect of the advances made by this Board, and make them a charge upon the whole undertaking, and (2) to issue consolidated debenture stock, to be applied—1st, in exchange for or replacement of existing debenture stock; 2nd, for the purpose of providing funds for the repayment to this Board of their loan, or for the purpose of providing funds for the general purposes of the Company, the total amount including the outstanding amounts from time to time remaining owing on the existing loans not to exceed £150,000.

A Bill for the purpose of carrying out these objects was accordingly with your Lordships' consent given on the advice of this Board introduced into Parliament, and received the Royal Assent on the 26th June, 1893.

We are glad to be able to report that out of the proceeds of the Debenture stock issued under the Act, which now stands at a substantial premium, we have already received payments amounting to £30,000.

Arrears generally

With regard to the whole Loans Service, the following table shows the payments, and the arrears of principal and interest for the last four years :—

—	Payments.	Arrears.		
		Principal.	Interest.	Total.
	£	£	£	£
1890–91, . .	921,997	287,038	216,752	503,790
1891–92, . .	658,937	319,097	232,273	551,370
1892–93, . .	733,044	346,531	201,743	548,274
1893–94, . .	707,244	366,857	195,030	561,887

The following Abstract shows the services on which these arrears occur :—

—	31st March, 1891.	31st March, 1892.	31st March, 1893.	31st March, 1894.
	£	£	£	£
Public Works Loans generally, . .	24,274	30,147	30,825	33,824
Clare Slob Reclamation Loan, . .	33,442	38,517	—	—
Public Health Act, ...	2,340	2,488	2,056	2,029
Railways, ...	348,283	388,766	424,124	429,595
Land Charges, payable by Owners, .	73,288	70,061	65,030	61,729
Do., do. Occupiers, .	7,245	7,992	10,053	10,026
Seed supply, ...	14,918	13,399	16,186	24,684
	503,790	551,370	548,274	561,887

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It will be observed that taken as a whole the arrears have increased by nearly £13,613 as compared with a decrease in 1892-3 of £3,096 over the arrears as they stood on the 31st March, 1892.

In order, however, to arrive at the real increase, it is necessary to take into account the arrears included in the amount written off from the Local Loans Fund by the Public Works Loans Act of 1893. That amount was £42,174, made up of principal arrears of £18,875 and principal not yet due of £23,299. The interest arrears connected with the amount written off are not specially mentioned in the Act, but they amounted to £18,040. The total arrears therefore on the 31st March, 1894, would, but for the operation of the Public Works Loans Act, 1893, have stood at £598,802.

Public Works Loans.

The increase of arrears under the heading—"Public Works Loans generally" by £2,999, is due to the re-inclusion in the arrears of some principal repayments due in respect of Carrickfergus Harbour, with which the Town Commissioners who guaranteed the loan are about to take powers to deal, and to arrears of principal on the earlier Newry Navigation loans which cannot for the present be avoided. The interest, however, continues to be punctually paid, and we have received an instalment of principal on the last Newry loan.

There is a small further reduction of £27 on Public Health Loans, continuing the satisfactory tendency of previous years.

Railway Loans.

On Railways there is apparently only an increase of £5,471, but to this must be added the large write-off made in the Loans Act, 1893, in the case of the Waterford and Wexford Railway between Wexford and Rosslare, in connection with the agreement by which the Harbour and Railway are to be taken over by a new Company.

Rosslare Harbour.

The fact that the Company has to expend a considerable sum on their acquisition implies a confidence on their part which encourages the hope that substantial public advantage may yet result from the large expenditure in connection with Rosslare Harbour.

As regards the other Railway loans we can only repeat from our report last year that the revenue returns do not show much sign of improvement, and while special expenditure in some cases is still necessary in order to put the lines into a satisfactory condition, the cost of working owing to the requirements of the Board of Trade and the public demands for increased facilities and accommodation has a constant tendency to rise. We fear, therefore, that for some years the arrears of both principal and interest cannot be expected to show any decrease.

Sligo, Leitrim, and N. C. Railway.

During the year we invited, by your Lordships' direction, offers for the purchase of the Sligo, Leitrim, and Northern Counties Railway on which we hold a mortgage for nearly £100,000, in addition to large arrears of interest.

The matter has given rise to considerable difference of opinion in the district immediately affected, and in the rival ports of Belfast and Londonderry which compete with Sligo. The offers received were submitted to your Lordships, and the matter is still under consideration.

Land Loans.

In the case of Land Charges payable by owners, there is a gratifying apparent decrease of £3,301, or an actual decrease of £1,647 after allowing for the operation of the Loans Act, 1893.

A similar allowance however in the case of Land Charges payable by occupiers, converts the apparent decrease of £27 into an actual increase of £573. An unsatisfactory feature in this case is the tendency for arrears to increase in particular districts.

The arrears due under the Seed Supply Act, 1880, remain as before at £12,057.

Seed Loans.

Under the similar Act of 1890, the fact that the second instalment fell due during the year, has caused an increase of the arrears by £8,498. We are glad, however, to be able to state that at the date at which we write the total arrears under the Act of 1890 have been reduced to £3,125.

This result is mainly due to the advice and assistance given to us by the Local Government Board in consequence of which we have been able to adjust our demands to the necessities and resources of the Unions concerned, and we have pleasure in calling your Lordships' attention to the service thus rendered.

Public Works Loans Act, 1892.

By the Public Works Loans Act, 1892, sec. 6, it is provided that unless payment be made within thirty-one days of the date on which it is due, of any sum payable in respect of principal and interest under any loan created, or any rentcharge granted after the passing of the Act, there shall be paid to us one shilling in the pound on the sum due as receiver's fee thereon, to be charged, payable, and recoverable in the same manner as the said sum.

Specific notice of this important clause is given to all new borrowers, and it can scarcely fail to have a considerable effect in encouraging promptitude of payment.

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Legislation, 1893-4.

During the year 1893-4 the following Acts were passed affecting the Loans Services.

By the Act 56 & 57 Vic., cap. 33, we were empowered to lend for the housing of the working classes to Town Commissioners who were not Urban Sanitary Authorities, and by the same Act some uncertainty was removed as to our lending power for the same purpose in other cases.

Lunatic Asylum Loans.

Attention has, in recent years, been called to the deficiency in the accommodation and the insufficient provision even of necessary appliances for the lunatic poor in asylums in Ireland, as compared with the number of patients requiring to be dealt with, and in consequence a large increase of expenditure on asylums became necessary.

Loans for this purpose were formerly granted under the Public Works Loans Act, 1877, and bore interest at 3½ per cent., being payable by an annuity for a term of fourteen years.

The Public Works Loans (No. 3), Act, 1893, authorized us to lend money for lunatic asylums for such a period, not exceeding fifty years, as your Lordships might direct, at the rate of 3½ per cent., or such other rate as may in the judgment of the Treasury be necessary in order to enable the loan to be made without loss to the Exchequer; provided that in determining the time for the repayment of the loan, regard shall be had to the probable duration and continuing utility of the works in respect of which the loan is required.

This section applies also to loans for the purpose of lunatic asylums which have not at the passing of the Act come into course of repayment, although made in whole or in part before the passing of the Act.

Your Lordships under the powers given by this section have been pleased to make the following rules in respect of the manner and period of repayment of, and rate of interest on, advances made by way of loan for the erection, extension, and enlargement of Lunatic Asylums :—

1. (*a.*) Loans, for permanent works and buildings, or for the acquisition of land, or for any easement in connection therewith, &c. :—

	Rate of Interest.
If repaid within a period of 35 years, . .	3½ per cent. per annum.
If repaid within a period of 50 years, . .	3¾ per cent. per annum.

(*b.*) Loans, for furniture, fittings, &c. :—

	Rate of Interest.
Maximum period for repayment, 20 years, . .	3½ per cent. per annum.

2. Each advance made in respect of a loan shall be repayable by equal half-yearly instalments of principal, interest being charged on the balance of principal from time to time outstanding, and the first instalment in repayment of each advance shall be presented for at the presenting term or Assizes immediately following the date of the certificate made by the Commissioners of Public Works in Ireland in pursuance of the Public Works Loans Act, 1877, and the Public Works Loans (No. 3) Act, 1893, as to the amount of such advance.

It will be observed that by these rules for all loans made under the Act of 1893, a system of repayment by equal instalments of principal is substituted for the system previously in force, by which both interest and repayment of principal were covered by an annuity fixed for a term of years, and with the view of giving effect to the rules it will be necessary for the Board to seek a Presentment at each Assizes—during the term of loan—for the instalment of principal and interest which shall have accrued in the half year preceding such Assizes.

The new terms have already been applied to loans amounting to £290,000.

Donegal Railway Co.

As we have already noticed, a loan of £13,000, to the Donegal Railway Company, has been sanctioned for the works authorized by the Company's Act of 1893, and the bulk of it has already been issued.

Westport Harbour.

A loan of £3,000 has been granted to the Commissioners of Westport Harbour for the improvement of the harbour, and the works are in progress.

Land Loans.

Of the two classes into which loans for Land Improvement are divided, *i.e.* (1) Loans to persons having estates which constitute them owners under 10 Vic., c. 32; (2) Loans to occupiers under section 31 of the Land Act—the former shows an increase, the latter a decrease in the number of applications. The increase in the former and, to some

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extent, the decrease in the latter, are accounted for by the fact that tenant purchasers who, in their former capacity of tenants, would have applied under the 31st section of the Land Act, are dealt with under 10 Vic., c. 32, on applications for loans after purchase. Details with reference to these services will be found on pages 36–40.

The purposes for which applications for loans are made are chiefly field works, farm houses, farm buildings, including iron hay barns. Probably one-fifth of the applications are for field works, most frequently through drainage. There appears to be an increasing desire to improve the farm houses. Though expenditure on this class of works is not financially so profitable to the actual occupant as that on field works, farm offices, or hay barns, it adds to the value of the holding on sale, and affects a great improvement in comfort, health, and convenience, the desire for which is in itself an indication of a higher standard of living.

On the whole, the evidence of our Inspectors goes to show that the tenant purchasers who have also the option of borrowing under the Land Improvement Acts, exhibit a greater desire to improve their holdings and are more judicious in their proposals of expenditure than the tenant occupiers. The tendency in nearly all applications is to reduce the amount of the loan as closely as possible to the sum required for cash expenditure on labour and materials, with the result that the total value of the works executed is in many cases larger than the amount of the loan.

As your Lordships have been already informed, we instructed our Inspectors towards the close of the year under report to take advantage on their journeys of opportunities to inspect works executed on holdings in previous years, with a view to seeing whether the borrowers have observed their covenant in the deed of charge to maintain the works in proper repair. Speaking generally, it may be said that the state of the works has been found to be fairly good, but in the case of field works, especially drainage, numerous cases have been found where borrowers were depriving themselves of the benefit of works for which they must for many years continue to pay an annual charge, by neglect to keep them in working order.

In such cases a reminder is sent to the borrowers of the obligation to maintain with a statement of the works requiring to be done. The Board believe that there is, generally speaking, a disposition on the part of borrowers to act on the requisitions thus conveyed. In cases of persistent neglect to do so, the Board, with a view to the protection of the security for the loan, will be prepared to enforce the obligation to maintain, if necessary by legal proceedings.

The system of maintenance inspection is new, but it is believed that it will be effective, and contribute much to the prosperity of borrowers and the security of the Board's advances.

We have the honour to be

Your Lordships' obedient Servants,

R. H. SANKEY.

R. O'SHAUGHNESSY.

G. A. STEVENSON.

P. J. TUOHY, *Secretary.*

30*th June*, 1894.

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APPENDICES.

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APPENDIX (A).

Details of Voted Services.

PUBLIC BUILDINGS.

Royal Hospital, Dublin.—The Great Hall has been re-floored with oak parquetry. The firemains have been extended and a number of new hydrants fixed. The sewerage of the Adjutant General's Office has been renewed. A fire occurred in the Master's Stables, believed to have been due to the carelessness of servants, which caused a considerable amount of damage, and the necessary renewals have been carried out.

Coast Guard Buildings.—The new buildings forming the Coast Guard Station at Portrush have been completed and occupied, and contracts have been signed for the erection of new Stations at Bunowen and Waterville.

A new Station, including a residence for the Divisional Officer, has been commenced at Bunbeg, County Donegal, and four new Signal Stations have been completed.

The Look-out Tower and Signal Station at Loop Head is nearly finished; a new wash-house at Balbriggan and a new slip way at Roche's Point Coast Guard Stations have been built.

Royal Naval Reserve Stations.—A new Firing Battery and Drill Shed have been completed at Galway, and tenders have been invited for a similar Battery and Drill Shed at Larne, which will be commenced early in the present financial year.

Ordnance Survey Office.—The second and third sections of the new Map Store have been completed and the fittings are in course of erection.

A well has been sunk to a depth of about sixty feet in the Phœnix Park at some distance from the buildings, and a plentiful supply of pure water for dietetic purposes obtained. The well is stained in enamelled brick covered with concrete, and provided with manholes for access, and a steam pump, suction, delivery, and storage tanks, have been erected for the distribution of the water. The new quarters for the Warrant Officer attached to the Barrack are well advanced and will soon be completed. New heating boilers have been supplied to the old Map Stores, etc.

State Residences.—The Supper Room in the State Apartments, Dublin Castle, has been completely re-decorated. The Conservatory at the Chief Secretary's Lodge has been refitted with hot water pipes, and several improvements have been carried out at the Under Secretary's Lodge.

Chief Secretary's and Prisons Board Offices.—The re-construction necessitated by the defects in the old building adjoining the City Hall have been carried out.

General Register Office.—The designs for the new strong room have been completed and tenders invited. The construction is of steel, brick, and concrete throughout.

Record Buildings.—Further portions of the Record Treasury and the basement have been fitted up with iron shelving for the accommodation of records, deeds, etc., etc.

Registry of Deeds Office.—The large works of re-construction at this Office are now completed and have afforded unqualified satisfaction to the Registrar and the legal profession, who, heretofore, were hampered in the discharge of business by the want of proper accommodation and general unsuitability of the old Offices. In the Public and Official Search Rooms a fireproof construction of rivetted steel work, terra-cotta tubes, and breeze concrete has been carried out.

Registration of Titles Office.—The commodious new Offices of the Chief Registrar, at Henrietta-street, are completed and in occupation.

The necessary supplies of office furniture have been provided for the various local registries.

Dublin Metropolitan Police Buildings.—A site has been approved for the proposed new Barrack for the neighbourhood of the Phœnix Park at Chapelizod, adjoining both the Main-street and the Phœnix Park, and when the lease is completed the building will be commenced. Several minor works of sanitation were carried out at the Dublin Barracks and Stations.

Dundrum Central Criminal Lunatic Asylum.—The general works of internal alterations and additions, as well as the new stores and workshops, have made satisfactory progress. The Asylum, though designed and erected many years ago, will soon be comparable as regards facilities for efficient administration with some of the best modern examples, especially in regard to the receipt and issue of stores and night inspection.

Science and Art Buildings.—The Natural History Museum has hitherto been heated by hot water pipes in connection with saddle boilers. The latter have been removed and the same circulation effected by steam injection from the steam boilers in the basement of the Art Museum. The heating arrangements of the School of Art have also been improved.

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The new Science and Art Offices have been completed and are now in occupation, and arrangements are being made for the erection of the new Dublin Society Theatre. At the Botanic Gardens, Glasnevin, new fire appliances have been supplied and some new propagating pits built.

Royal Irish Constabulary Buildings.—The new Central Barracks at Belfast, which provide accommodation for 100 constables and five families of head constables and sergeants, as well as those at Roden-street and Leopold-street, have been completed and occupied. The new works at Goresbridge, Donegall Pass, Belfast, and Youghal Barracks have been completed. At the Depôt in the Phœnix Park some new latrines have been constructed and a small addition made to the Surgeon's Quarters.

Queen's Colleges.—The roof of the Pathological Museum at the Queen's College, Cork, has been reconstructed, and the new Chemical Laboratory at the Queen's College, Belfast, has been heated by hot water apparatus and the new fittings put in hands.

Royal University.—The usual works of maintenance have been carried out, and a contract entered into for fittings for the Physical Laboratory.

National Education Buildings.—The various district and minor Model Schools and the National Schools throughout Ireland vested in the Commissioners of National Education have been maintained in an efficient state of repair.

Postal and Telegraph Buildings.—The new District Offices at James's Street and Phibsborough have been completed.

The new Parcels Post Depôt at Amiens Street has been completed, with the exception of the fittings, furniture, and electric lighting. The works were greatly delayed by the financial difficulties of the building contractor, ending in a composition with his creditors, in consequence of which the Board were obliged to determine his contract, measure the unexecuted work, and call for tenders for completion.

The work of extension at the Accountant's Department, Upper Sackville Street, has also been executed to the same extent.

New Post Offices and Post Masters' Residences have been erected and occupied at Lisburn and Tipperary, and similar works are in progress at Wexford. At Drogheda a large building has been altered and improved for a similar purpose. The fittings and furniture of the new Post Office at Longford and the internal alterations at Limerick Post Office have been completed.

The Cork Telegraph Stores have been altered and rebuilt, and a number of linesmen's huts have been erected throughout the country for the accommodation of the men engaged on the telegraph work of the new Railway Block System.

Inland Revenue Buildings.—Extensive alterations and additions have been carried out at the Custom House at Galway. A third storey to give accommodation for the Surveyor of Taxes has been added, and the first floor has been fitted up for the Collector of Inland Revenue and his Staff. The premises are now occupied by the Inland Revenue Staff.

The alterations and improvements at the old Athenæum at Kilkenny in order to form offices for this Department have been completed, and some further improvements have been made in the Dublin Offices. Works have also been carried out at the Bonded Stores at Newry.

Public Gardens, &c.

The Phœnix Park and St. Stephen's-Green Park, Dublin, and the Curragh of Kildare.—The usual works of maintenance and repair in connection with the buildings, roads, grounds, plastering, &c., have been carried out. New latrines and a public drinking fountain have been erected at the People's Gardens, and improvements to the subsoil drainage at St. Stephen's Green were necessitated by the gradual rise of the water that has been taking place since the closing of the wells in the district.

Depositories for Parochial Records. (*Act* 39 & 40 *Vic., C.* 58.)—Under the provisions of this Act inspections of proposed Depositories have been made in 4 cases, and reports thereon forwarded to the Deputy Keeper of the Records.

SHANNON DRAINAGE.

The work at Killaloe was practically completed except the removal of some dams which was stopped by the floods. This will be done during the present summer. The Fish Pass here was altered according to the designs supplied by the Inspectors of Irish Fisheries.

Shannon Sluices.

These were maintained in good order.

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RIVER MAIGUE NAVIGATION.

The Collector's house and swivel bridge were repaired and maintained.

LOWER BOYNE NAVIGATION.

The locks, lock-gates, buildings, and other works were maintained in good order.

River Suck Drainage (Parliamentary Grant under River Suck Drainage (Provision of Funds) Act, 1890).

These works are now nearly completed, with the exception of the removal of some dams in main river, and work on the tributaries and minor drains included in the anthorized scheme. The cost of excavating the main river proved considerably higher than anticipated by the late Engineer of the Suck Drainage Board; and some additional funds will have to be provided for the due completion of the scheme, the savings on other portions of the works having proved inadequate to meet the excess cost of the main river work.

ROYAL HARBOURS.

A Summary of Rainfall and Tidal Observations at Kingstown, and remarks by the Harbour Masters on the Fishing Industry and Trade at the several Harbours, will be found in Appendix (G).

Kingstown Harbour, Co. Dublin.

The usual works of repair and maintenance to sea slopes of breakwaters, piers, wharves, roads, buildings, &c., were carried out during the year, and a quantity of 12,000 tons of silt was dredged from bed of harbour and deposited at back of East Pier. The dredging plant having become worn out, a contract has been entered into for the construction of a new dredger, it being important not only to maintain, but to deepen this harbour in the interests of the Mail Packet and Naval Services.

Water has been supplied to Her Majesty's ships, the vessels of the Irish Lights Board, and trading vessels; and a quantity of 533 tons of ballast supplied to the latter.

Howth Harbour, Co. Dublin.

The east breakwater and other works have been maintained in good order, although the winter storms were exceptionally severe.

Dunmore East Harbour, Co. Waterford.

The severe storms of the past winter caused only a trifling damage to the sea slope and about two hundred tons of large blocks were placed at toe of same for its protection. The works generally have been maintained in good order.

Donaghadee Harbour, Co. Down.

The works have been maintained in good order.

Arnglass Harbour, Co. Down.

Very slight damage occurred to the breakwater during the winter, and the works have been maintained in satisfactory order.

APPENDIX (B.)

Details of Non-Voted Services.

Arterial Drainage and Improvement of Lands (Ireland) Act, 1863, and Amendments.

26 & 27 Vic., c. 88; 27 & 28 Vic., c. 72; 28 & 29 Vic., c. 52; 32 & 33 Vic., c. 72; 35 & 36 Vic., c. 31; 37 & 38 Vic., c. 32; 41 & 42 Vic., c. 59; and 43 & 44 Vic., c. 27; and 55 & 56 Vic., c. 65.

The total number of applications received from the passing of the first of these Acts in the year 1863 to the 31st of March, 1894, is ninety-seven.

The maps, plans, estimates, and valuation schedules have been deposited, together with petitions for the constitution of the Drainage District of the Carrigrohane, Maglin, and Ballincollig Drainage District, county Cork, and the Thurles River, county Tipperary.

Works have been in progress in the year in the following districts:—

River Suck, counties Galway and Roscommon, and Killard River, county Cork.

A schedule of the final awards made under these Acts will be found in the Appendix, (D 8), page 68.

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The total area of land drained or improved in the 55 districts in which final awards have been made, is 111,068 statute acres, and the total cost chargeable thereto amounts to £764,622. This has been in addition to the works of the 121 districts, carried out under the Act 5 & 6 Vic., c. 89, and the Acts amending it, between the years 1843 and 1860, on which an expenditure of £2,390,612 was incurred, of which £70,201 was for works chargeable on counties; £141,073 a free grant; £1,206,312 remitted; and £1,043,227 made repayable by annuity or otherwise; a total of 266,736 acres was drained or improved under the latter Act.

Drainage Maintenance.
29 & 30 Vic., c. 49.

The maintenance works of the Rinn and Blackriver District were completed during the year at a cost of £2,713. Those of the Kilcock District were undertaken and completed at a cost of £173. The Carrigans District was inspected and reported on.

Maintenance of Navigation Works.
19 & 20 Vic., c. 62.

A small repair in connection with the Ballinamore and Ballyconnell Canal was carried out at a cost of £125.

Railway Clauses Consolidation Act.
8 Vic., c. 20, sec. 25.

Certificates of minimum dimensions of culverts and waterways were issued in the following cases:—Ardee Railway (Great Northern Railway); Collooney and Claremorris Railway.

Fishery Piers and Harbours Maintenance.
16 & 17 Vic., c. 136.

The special repairs to Lackan Pier in the County of Mayo were practically completed during the financial year at a cost of about £2,300. Some damage occurred to Malin Head Pier, County Donegal, during the exceptionally severe storms of February last, and repairs are now in progress. A slight movement in the wharf wall of Carlingford Pier, County Louth, has been carefully watched; and proceedings are now on foot to deal with it in an effective manner. Steps were taken to ascertain if any damage had occurred to the other numerous fishery piers and harbours round the Irish Coast from the severe winter storms, and it is satisfactory that no other serious damage was reported, except the destruction of a small beacon at Boat Strand, County Waterford.

Sea Fisheries (Ireland) Act, 1883.

The principal work under this head during the year has been the completion of the North Groyne at Greystones Harbour which, however, has not as yet been vested in the County.

Plans and estimates are in course of preparation for the extension of the Pier at Clogher Head in County Louth, a work to which the unexpended balance of the Sea Fisheries Fund is, under the recommendation of the Royal Commission on Public Works and the approval of Government, to be devoted.

Arklow Harbour.

The North Groyne Works undertaken by the Harbour Commissioners, for which a grant of £3,500 and a loan of £3,500 were sanctioned, are not yet completed.

Shannon Navigation.

The canals, ferries, bridges, jetties, quays, lock-houses, &c., were maintained in good order, and new lock-gates put in at Killaloe, Meelick, and Tarmonbarry.

Increased Rents in respect of Arterial Drainage Rent Charges.

No applications to fix increased rents in respect of improvements were received by the Board during the past year.

Post Roads.
Act 6 and 7 Wm. IV., cap. 116, section 61.

Applications from the Postmaster-General were received during the past year for repairs of Post Roads situate in the following counties:—

County Waterford—Waterford to Lukeswell.
County Down—Meek's Mill to Cronin's Hill.
County Mayo—Ballinrobe to Portree.
Ditto. Claremorris to Ballinrobe.
County Tipperary—Modreeny to Knocknacree.

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In these cases the repairs were executed under the superintendence of the respective County Surveyors from funds supplied by the Board, to be repaid by levy placed on the respective counties.

County Surveyors' Assistants.

Six candidates for the office of County Surveyors' Assistant have been examined for the following counties under Warrant of the Lord Lieutenant, pursuant to the provisions of the Act 6 & 7 Wm. IV., cap. 116, and their qualifications certified to the respective County Surveyors.

Arbitrations under "The Railways (Ireland) Acts,"

(1851, 1860, 1864),

14 & 15 Vic., c. 70; 23 & 24 Vic., c. 97; and 27 & 28 Vic., c. 71.

Arbitrations have been applied for and Arbitrators appointed in the following cases, viz.:—

Railway Companies:

The Midland Great Western—Lands required under Midland Great Western Railway Act, 1892; 55 & 56 Vic., cap. cxli.
The Midland Great Western—Additional lands required for the Ballina and Killala Railway.
Cork, Bandon and South Coast—Lands required for the Company's Line.
Belfast and Co. Down—Lands required for the purposes of the Company's Act of 1891.
Donegal Railway Co.—Lands required for the purposes of the Donegal Railway Act, 1893.
Waterford and Limerick—Lands required for the Collooney to Swinford, and Swinford to Claremorris Railway.
Great Northern—Lands required for the Ardee Branch Railway.
Baltimore Extension—Rights of Way in connection with footbridge at Skibbereen.
Cork, Bandon and South Coast—Lands required for the purposss of the Company's Line.

Town Commissioners:

Bangor—Lands required for Bangor Waterworks.
Athlone—Lands required for Athlone Waterworks.
Carlow—Lands required for Carlow Waterworks.

Corporations:

Belfast—Lands, houses, &c., required for North-street Improvement Scheme

Boards of Guardians of Poor Law Unions:

Rathkeale,
Ballymoney,
Fermoy,
Edenderry,
Mitchelstown,
Rathkeale,
Dundalk,
Carrick-on-Suir
Tullamore,
Castlecomer, } For the purposes of the Labourers (Ireland) Acts.

Castletownbere
Ballycastle,
Limavady, } For Waterworks.

Fermoy—For Burial Grounds.

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Arterial Drainage Board:

Killard—Lands required for Killard Drainage District.

Others:

The Secretary of State for the War Department:—

(1) Lands required for Dublin Barracks Improvement Act, 1892; 55 and 56 Vic., cap. lxxvi.

(2) Lands required for Marlborough Barracks, Dublin, under Military Lands Provisional Orders Confirmation Act, 1893; 56 Vic., cap. xxxvii.

(3) Lands required for Buttevant Barracks, Co. Cork, under same Act.

APPENDIX C.

Details of Loan Services, with Abstract of Accounts and Tables.

Class L—Loans Secured on Undertakings.

Labourers' Dwellings in Towns and Housing of the Working Classes. Nos. 7 and 8 in Abstract, p. 42.

Labouring Classes Dwellings (Ireland) Act, 1866 (29 & 30 Vic., c. 44); and the Housing of the Working Classes Acts, 1885 and 1890 (48 & 49 Vic., c. 72, and 53 and 54 Vic., c. 70).

Amount of loans sanctioned under Act of 1866, while it continued operative, *i.e.*, to the close of the year 1884-85—£281,334. Number of dwellings erected—3,416. Rate of Interest charged—4 per cent.

In previous reports we called attention to the stimulus to building under this service, arising from the favourable terms as to interest granted by Treasury Minutes of 21st and 25th January, 1886. During the past year 7 applications to the amount of £11,463, including £5,000 for clearing the site of White's Lane, Dublin, have been sanctioned, as against 8 for £44,270 in 1892-93.

The following table shows the number and amount of the loans made each year during the periods referred to.

Year.	No. of applications sanctioned.	Amount sanctioned.	No. of families to be accommodated.
		£ s.	
1866-67, .	Nil	—	Nil.
1867-68, .	1	638 0	8
1868-69, .	Nil	—	Nil.
1869-70, .	1	500 0	10
1870-71, .	1	4,146 0	125
1871-72, .	2	1,650 0	46
1872-73, .	3	7,175 0	108
1876-74, .	7	22,250 0	261
1874-75, .	1	910 0	13
1875-76, .	7	24,242 0	259
1876-77, .	6	11,100 0	162
1877-78, .	8	23,614 0	272
1878-79, .	10	7,100 0	81
1879-80, .	19	31,858 0	651
1880-81, .	17	28,870 0	602
1881-82, .	17	63,674 0	453
1882-83, .	16	21,187 0	270
1883-84, .	16	40,052 0	397
1884-85, .	12	22,668 0	328
1885-86, .	20	50,755 0	713
1886-87, .	24	79,161 0	852
1887-88, .	20	34,746 10	397
1888-89, .	26	53,752 10	575
1889-90, .	16	46,319 0	603
1890-91, .	20	43,413 0	628
1891-92, .	11	10,164 0	135
1892-93, .	8	44,270 0	461
1893-94, .	7	11,463 0	56
Total, .	296	655,678 0	7,856

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OBSERVATIONS ON CLASS (2).—LOANS SECURED ON RATES.

The amount of loans sanctioned under this head shows an increase, but the actual number of loans is reduced.

—	1892-93.	1893-94.
Number of Loans,	398	247
Amount of Loans,	£260,084	£419,884

Loans for Works carried out by Grand Juries. No. 9 in Abstract, p. 42.

Loans, for works carried out by Grand Juries, show £8,840 sanctioned in 1893-94 as against £10,400 in 1892-93.

Loans for Public Libraries, Reformatories, and Industrial Schools. No. 11 in Abstract, p. 42.

Two loans, amounting to £3,500, have been sanctioned for Industrial Schools.

Loans for Lunatic Asylum Buildings. No. 17 in Abstract, p. 42.

This service shows a marked increase both in number and amount of loans sanctioned, viz., 23 loans for £188,168 in 1893-4, as compared with 8 loans for £24,700 in 1892-3.

Loans under the Public Health Act. Nos. 19 and 36 in Abstract, pp. 42 and 44.

Loans under the Public Health Act of 1878 reached in number 65, and amounted to £164,736, as against the corresponding figures 57 and £99,654 for the previous year. The following table contrasts the two years in detail, and shows some of the many undertakings comprised under the title of "Sanitary Loans."

PURPOSE.	1892-93.		1893-94.	
	Number of Loans.	Amount.	Number of Loans.	Amount.
		£		£
Water Works,	27	49,060	24	68,726
Sewerage,	10	10,307	19	10,301
Burial Grounds,	1	696	6	6,700
Paving and Footpaths,	9	16,089	9	46,559
Buildings,	1	700	4	4,950
People's Parks, &c.,	1	650	–	–
Gas Works and Public Lighting,	2	2,912	2	15,000
Markets,	2	14,280	1	3,500
Streets,	3	3,800	–	–
Scavenging,	1	1,160	–	–
	57	£99,654	65	£164,736

The total amount of Loans authorized for Sanitary purposes stood at £2,158,652 on 31st March, 1894, and the total amount issued at £2,116,582.

The distribution of the former sum between different sanitary purposes is as follows:—

	£
Water Works,	1,038,189
Sewerage,	357,987
Streets (Paving, &c.),	468,099
Public Baths,	18,350
Scavenging,	29,475
Buildings, Gas Works, Cemeteries, Parks, &c.,	246,552
	£2,158,652

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Loans under Labourers Acts. No. 21 in Abstract, p. 42.

Loans under the Labourers Acts, 1883 and 1885, show a decrease in amount on the preceding year. The sanctions from the commencement of the service are stated below.

	£
1884–88,	820,998
1888–89,	188,742
1889–90,	89,682
1890–91,	106,427
1891–92,	50,426
1892–93,	117,998
1893–94,	45,390

The loans sanctioned under these Acts amounted at the end of the year under report to £1,419,663. Ninety-four out of 159 Unions had borrowed this sum; the remaining Unions had not up to that date availed themselves of the powers given by the Acts. The number of Unions which had borrowed, with the amount sanctioned in each province, appears from the following figures:—

		£
Munster,	45 Unions,	825,230
Leinster,	38 „	573,629
Connaught,	7 „	9,059
Ulster,	4 „	11,745
	94	£1,419,663

The advances under the Acts in 1893–94 amounted to £71,627, bringing the total advanced to £1,236,282.

Loans for Dispensary Houses. No. 22 in Abstract, p. 42.

Thirteen applications for loans for the construction, &c., of Dispensary Houses have been received, amounting to £14,010, of which seven have been sanctioned, amounting to £5,250.

Observations on Class (3).—Loans secured on Lands.

This class comprises, in addition to loans made to tenants for purchase of their holdings, in accordance with the provisions of the Land Act of 1870 (under which no advances are now made), the following loans, having for their object the improvement of land:—

(*a.*) Loans for arterial drainage under 5 & 6 Vic., c. 89.

(*b.*) Loans made for arterial drainage works (26 & 27 Vic., c. 88), and loans made for the maintenance of such works (39 & 30 Vic., c. 49).

(*c.*) Loans to "owners" of lands for improvements, under 10 Vic., c. 32, and amending Acts, and under sec. 19 of 44 & 45 Vic., c. 49.

(*d.*) Loans to occupiers of lands for improvements, under sec. 31 of the Land Law Act, 1881, 44 & 45 Vic., c. 49.

Loans for Arterial Drainage. Nos. 23, 24, and 41 in Abstract, pp. 42 and 44.

From 1842 to 1863 loans for Arterial Drainage were made under 5 and 6 Vic., c. 89. £2,082,052 was lent under this statute, the greater part during and after the famine of 1849. Of this amount £1,207,582 was remitted, and £873,984 principal repaid. The principal still repayable amounts to £485.

Since 1863 the loans for this purpose have been made under the Drainage and Improvement of Lands Act (Ireland), 1863, 26 and 27 Vic., c. 88, and amending Acts, and since that date the entire amount of loans made under 26 and 27 Vic., c. 88, up to March 31, 1894, is £823,080, including £6,136 lent out of the Irish Church Fund.

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Loans for Land Improvement. *No.* 26 *in Abstract, p.* 44.

We submit the numbers of applications for loans, and the amounts issued in each year from 1847, when this service commenced, to 31st March, 1894 :—

—	No. of Applications.	Amounts issued.	—	No. of Applications.	Amounts issued.
1847, June to Dec. (inclusive),	1,354	£72,790	1871–72,	160	£82,555
1848,	571	356,160	1872–73,	223	76,290
1849,	543	379,836	1873–74,	224	99,572
1850,	436	250,324	1874–75,	245	102,005
1851,	280	145,653	1875–76,	265	98,730
1852,	164	88,542	1876–77,	218	121,495
1853,	154	55,454	1877–78,	278	121,345
1854,	123	49,293	1878–79,	319	125,370
1855,	98	35,180	1879–80, { Relief, 2,144; Ordinary, 463 }	2,607	*a* 224,810
1856,	108	32,510			
1857,	114	31,674	1880–81,	638	*a* 786,659
1858,	112	35,524	1881–82,	401	*a* 298,583
1859,	111	29,334	1882–83,	451	*a* 138,536
1860,	135	26,902	1883–84,	503	*a* 123,082
1861,	154	36,656	1884–85,	395	*a* 117,480
1862,	184	61,375	1885–86,	298	*ab* 79,678
1863,	138	58,830	1886–87,	219	*ab* 59,192
1864,	132	58,430	1887–88,	181	*b* 48,753
1865,	90	46,215	1888–89,	148	*b* 31,793
1866,	98	26,205	1889–90,	189	*b* 25,677
1867,	145	39,180	1890–91,	213	*b* 29,756
1868–9,	179	64,973	1891–92,	207	*b* 30,804
1869–70,	168	83,775	1892–93,	292	35,871
1870–71,	159	77,980	1893–94,	325	32,321

The business done under this service reached its lowest point in number of applications in 1888–89. Since that year there has been a decided increase. The number of applications received during the year 1893–94 was 325, showing an increase of nearly 12 per cent. on those received during the previous year. About one-third of the applicants are purchasers under the Land Purchase Acts, and it is probable that this class will avail itself largely of loans under the Land Improvement Acts.

We continue to receive encouraging reports from our Inspectors as to the character of the tenant purchasers, and the care they take to get the maximum benefit from the loans for which they apply, and their unwillingness to burden their holding with a rentcharge for loans in excess of the amount actually required for purposes of improvement.

Classification of loans under which works were *commenced* in 1893–94 :—

Class of Work.	No. of Loans.	Amount Sanctioned.	Average of each Loan.
		£	£
Drainage and other Land Works,	19	3,080	162
Farm Buildings,	135	18,235	134
Labourers' Cottages,	6	1,255	209
Mixed Loans—including Buildings and Land Works,	18	7,095	394
Totals,	178	29,685	—
General Average per Loan,	—	—	168

The following Table shows the certified expenditure on the various classes of works under loans *completed* during the year ending 31st March, 1894 :—

	£	s.	d.
Field Works,	4,977	16	7
Farm Buildings,	17,066	7	8
Labourers' Cottages,	3,980	10	6
Scutch Mills,	—		
Planting for Shelter,	465	6	6
	£26,490	1	3

(*a*) Including Relief of Distress Loans.

(*b*) Including Loans under 19th Section of the Land Law (Ireland) Act, 1881.

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The following table gives the number of loans and the sums issued in the several counties of Ireland up to the 31st March, 1894 :—

SCHEDULE showing the NUMBER of LOANS and AMOUNTS ISSUED from commencement of ACT.

Name of County.	No. of Loans.	Amounts issued.			Total No. of Loans.	Total Amount issued.		
NORTHERN DIVISION.		£	s.	d.		£	s.	d.
Antrim,	209	135,293	0	0				
Londonderry,	170	70,238	0	0				
Donegal,	301	188,641	0	0				
Fermanagh,	164	85,075	0	0				
Tyrone,	307	147,915	0	0				
Armagh,	66	21,788	0	0				
Down,	152	95,164	0	0	1,389	744,114	0	0
MIDLAND AND EASTERN.								
Cavan,	190	54,440	0	0				
Monaghan,	105	43,994	0	0				
Longford,	325	181,171	0	0				
Louth,	108	41,164	0	0				
Meath,	434	201,025	0	0				
Westmeath,	286	96,715	0	0				
Dublin,	277	90,204	0	0				
Kildare,	299	141,732	0	0				
King's,	223	64,228	0	0				
Queen's,	340	153,812	0	0				
Wicklow,	247	122,572	0	0				
Carlow,	223	107,349	0	0				
Kilkenny,	194	68,657	0	0				
Wexford,	324	128,890	0	0	3,575	1,495,953	0	0
WESTERN.								
Sligo,	292	137,007	0	0				
Leitrim,	198	74,770	0	0				
Mayo,	507	229,295	0	0				
Roscommon,	471	228,458	0	0				
Galway,	803	385,793	0	0				
Clare,	485	171,618	0	0	2,756	1,226,941	0	0
SOUTHERN.								
Limerick,	817	380,351	0	0				
Tipperary,	626	209,745	0	0				
Waterford,	206	73,946	0	0				
Cork,	1,359	429,758	0	0				
Kerry,	757	468,969	0	0	3,765	1,562,769	0	0
		Totals,			11,485	£5,029,777	0	0

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*Main and Thorough Drainage or other Field Works.

The number of loans sanctioned for works, of which thorough drainsgs forms the principal part, since the commencement in 1847 to the 31st March in this year, is 8,206, for £3,712,517, and of this number 22, for £3,230, were approved during the year ended 31st March, 1894.

Planting for Shelter.

Since the passing of the Act 29 and 30 Vic., c. 40, 122 loans, amounting to £27,285, have been made, and of that number 2, for £230, were sanctioned during the year.

Farm Buildings.

Under this head 2,991 loans have been sanctioned since the passing of the Act 13 and 14 Vic., c. 19, the amonnt being £1,185,615. This includes 179 loans, for £27,720, approved during the past financial year.

Dwellings for Agricultural Labourers.

For this class of work the number of loans sanctioned since the passing of the Act 23 Vic., c. 19, is 736, for £345,860, 14 of which, amounting to £4,385, were approved in the year.

Under section 19 of the Land Law (Ireland) Act, 1881, we have power to make advances to tenant farmers, who, pursuant to the injunctions of the Irish Land Commission, and as a condition attached to the fixing of a "fair rent," proceed to erect labourers' dwellings on their holdings. Such tenants are deemed to be persons to whom a loan may be made under the Landed Property Improvement (Ireland) Acts, for the improvemsnt or building of dwellings for labourers, as if such persons were owners within the meaning of the Act 10 Vic., c. 32, sec. 7. No loans wers sanctioned under this section within the year ending 31st March, 1894, but the sum of £29 was issued. Under this provision of the Act 255 loans have been sanctioned since the commencement, amounting to £14,876, the instalments issued amounting to £18,491.

The following Table shows the number and amount of Loans sanctioned for Dwellings for Agricultural Labourers under the Act 23 Vic., cap. 19, and the Land Law (Ireland) Act, 1881, sec. 19, since the passing of the Labourers' Acts, 1883 and 1885.

Year.	23 Vic., c. 19.		Land Law (Ireland) Act, 1881, sec. 19	
	No. of Loans Sanctioned.	Amount Sanctioned.	No. of Loans Sanctioned.	Amount Issued.
		£		£
1883, ...	37	13,210	28	333
1884, ...	36	12,495	61	1,518
1885, ...	35	8,915	84	5,039
1886, ...	26	7,535	37	3,899
1887, ...	18	6,700	11	1,488
1888, ...	19	5,555	24	419
1889, ...	13	3,020	3	145
1890, ...	11	3,005	1	284
1891, ...	17	4,885	6	221
1892, ...	10	1,940	2	189
1893, ...	20	6,005	Nil.	116
1894, ...	14	4,385	Nil.	29

Loans to Tenants for Improvement of Holdings. No. 28 in Abstract, p. 44.

Land Law (Ireland) Act, 1881, Section 31.

Under section 31 of the above Act, which provides for loans to occupiers of land for improvements proposed by themselves, the number of loans sanctioned since our last report was 496, amounting to £42,870, the sum issued being £41,182. This gives the total of loans sanctioned under section 31 since the commencement to 31st March, 1894, as 11,726—amount £1,009,107, the instalments issued amounting to £854,337.

The number of applications for loans lodged during the year 1893–94 was 748, being a decrease of 189 from last year. Of this number 40 were received from occupying owners.

* Owing to a mistake 11 loans amounting to £1,285 under this heading were omitted last year. The present return is correct to date.

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The following table gives the distribution by Counties of the sums issued for all classes of work under the 31st Section of the Land Law (Ireland) Act, 1881 :—

SCHEDULE showing the NUMBER of LOANS SANCTIONED and AMOUNTS ISSUED up to the 31st MARCH, 1894.

PROVINCE AND COUNTY.	Number of Loans Sanctioned			Amounts Sanctioned.			Total Issues.		
	To 31st Mar., 1893.	Year ending 31st Mar., 1894	Total Number.	To 31st Mar., 1893.	Year ending 31st Mar., 1894.	Total Sanctioned.	To 31st Mar., 1893.	Year ending 31st Mar., 1894.	Total Issues.
LEINSTER:				£	£	£	£	£	£
Carlow,	70	4	74	9,220	465	9,685	6,562	326	6,888
Dublin,	98	23	121	14,835	3,680	18,515	12,793	2,659	15,452
Kildare,	136	12	148	21,460	2,000	23,460	17,057	1,382	18,439
Kilkenny,	121	13	134	12,785	940	13,725	9,686	1,329	11,015
King's,	210	6	216	19,085	850	19,935	15,782	1,000	16,782
Longford,	290	7	297	25,700	805	26,505	22,054	501	22,555
Louth,	47	8	55	6,265	1,290	7,555	5,142	1,323	6,465
Meath,	164	18	182	27,950	2,050	30,000	23,081	1,768	24,849
Queen's,	102	14	116	9,990	1,105	11,095	7,752	673	8,425
Westmeath,	249	15	264	27,095	1,635	28,730	21,899	1,157	23,056
Wexford,	133	10	143	12,895	745	13,640	11,196	678	11,874
Wicklow,	113	12	125	12,240	1,190	13,430	10,641	871	11,512
Totals,	1,733	142	1,875	199,520	16,755	216,275	163,645	13,667	177,312
MUNSTER:									
Clare,	665	10	684	54,635	1,555	56,190	47,307	1,180	48,487
Cork,	1,934	82	2,016	167,405	6,070	173,475	143,876	6,707	150,673
Kerry,	814	60	874	63,425	3,910	67,335	49,638	4,188	53,826
Limerick,	579	44	623	57,385	3,540	61,425	47,819	3,214	51,033
Tipperary,	521	67	588	49,360	5,340	54,700	40,700	4,876	45,576
Waterford,	74	6	80	7,620	530	8,350	5,319	714	6,033
Totals,	4,587	278	4,865	400,530	20,945	421,475	334,659	20,969	355,628
ULSTER:									
Antrim,	109	2	111	11,290	115	11,405	9,839	303	10,142
Armagh,	86	5	91	5,655	290	5,945	4,596	166	4,762
Cavan,	643	11	654	43,765	530	44,295	36,792	848	37,640
Donegal,	260	6	266	18,952	425	19,377	7,770	510	3,280
Down,	69	3	72	7,010	170	7,180	15,349	302	15,651
Fermanagh,	159	5	164	10,715	280	10,995	8,579	319	8,898
Londonderry,	124	4	128	9,870	295	10,105	8,508	595	9,103
Monaghan,	88	2	90	6,895	305	7,200	4,603	337	4,945
Tyrone,	243	4	247	19,220	200	19,420	15,535	312	15,847
Totals,	1,781	42	1,823	133,372	2,610	135,982	111,576	3,692	115,268
CONNAUGHT:									
Galway,	593	9	602	48,450	880	49,330	42,441	611	43,052
Leitrim,	602	4	606	38,015	155	38,170	34,016	172	34,188
Mayo,	961	4	965	70,980	220	71,200	61,957	290	62,247
Roscommon,	510	10	520	39,400	860	40,260	32,918	1,099	34,017
Sligo,	463	7	470	35,970	445	36,415	31,943	682	32,625
Totals,	3,129	34	3,163	232,815	2,560	235,375	203,275	2,854	206,129
Grand Totals,	11,230	496	11,726	966,237	42,870	1,009,107	813,155	41,182	854,337

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We also beg to submit a statement classifying the loans in which works have been completed under the different descriptions of work, to the 31st March, 1894 :—

Description of Work.	Amounts Expended		
	From passing of Act to 31st March, 1893.	For year ending 31st March, 1894.	Total from passing of Act to 31st March, 1894
	£ s. d.	£ s. d.	£ s. d.
Drainage, Fencing, Farm Roads, and other Land Works,	393,437 9 7	11,268 10 6	404,705 0 1
Farm Houses and Offices,	397,678 1 4	33,158 16 3	430,836 17 7
Labourers' Cottages, 19th section,	10,042 13 10	110 0 0	10,152 13 10
Labourers' Cottages, 31st section,	12,494 10 9	1,267 10 9	13,762 1 6
Scutch Mills for Flax,	698 13 6	Nil.	698 13 6
	814,351 9 0	45,804 17 6	860,156 6 6

The number of loans in which the amounts sanctioned have been expended, and the works certified as completed, is 9,729, and those in which the works were still in progress on the 31st March, 1894, were 454.

Observations on Class (4).—Miscellaneous Loans.

Glebe Loans. No. 30 in Abstract, p. 44.

Thirty-six applications for loans have been received during the year, amounting to £14,369, and 29 loans, for £8,944, have been granted. The issues for the year have amounted to £10,164. Since the passing of the first Act, in 1870, we have received 1,432 applications, of which the following is an abstract of those on which issues were made to 31st March, 1894.

—	No.	Amount.
		£
Church of Ireland,	279	132,632
Roman Catholic,	645	290,661
Presbyterian,	207	66,286
Wesleyan and other,	68	22,917
	1,199	512,496

Loans for National School Teachers' Residences. No. 34 in Abstract, p. 44.

Fifty-nine applications for loans have been received during the year, amounting to £12,745, and 45 loans have been sanctioned for £10,148. The total advances for these loans up to 31st March, 1894, was £147,279 10*s.* 0*d.* The number and amount of loans sanctioned shows a further decline as compared with the year 1891–2, in spite of the existence of the powers given by the National Education (Ireland) Act, 1892, for the compulsory acquisition of sites.

Loans for building Schools and Training Colleges. No. 35 in Abstract, p. 44.

Twelve applications for loans have been received during the year, amounting to £4,449 of which three, amounting to £2,580, have been sanctioned.

IRISH CHURCH FUND LOANS.

No loans or advances under previous loans were made from this fund during the year.

Out of £1,269,932 advanced from the Irish Church Fund under the Relief of Distress Act of 1880, £502,583 has been repaid, £28,336 has been remitted, and of the balance outstanding, £739,013, £729,926 is not yet due, and £9,087 is in arrear. The arrears have decreased during the year by £277.

The rate of interest on these loans is 1 per cent., but borrowers paying land improvement and arterial drainage charges, are allowed to redeem their principal liabilities on the basis of 3 per cent. interest, and the principal cancelled by such redemptions, now amounts to £9,261, including £1,536 in the present year.

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RATES OF INTEREST.

The following statement shows the rates of interest chargeable on the several amounts making the aggregate balances in each year ended 31st March, 1892, 1893, and 1894 respectively:—

—	31 March, 1892.	31 March, 1893.	31 March, 1894.
	£	£	£
Free of Interest,	22,349	15,459	13,473
3 per cent.,	6,000	6,000	5,000
3⅛ "	1,879,932	1,675,524	1,493,936
3¼ "	527,867	565,325	588,776
3⅜ "	118,841	147,624	156,718
3½ "	2,539,005	2,702,710	2,842,058
3¾ "	673,434	728,551	760,388
4 "	1,527,015	1,504,468	1,465,483
4¼ "	232,453	231,022	226,154
5 "	161,436	48,908	49,885
Advances on which interest is deferred, pending the completion of the works,	98,006	98,005	98,006
Total Local Loans Fund,	7,779,849	7,718,597	7,700,877
Church Fund Loans—at 1 per cent.,	839,335	790,132	739,013
	*8,618,585	†8,506,829	‡8,439,890

* Exclusive of £49,565 written off from the Account of the Assets of the Local Loans Fund.
† " £154,950 " " "
‡ " £197,125 " " "

The average rate chargeable on the advances out of the Local Loans Fund was £3 10*s.* 2*d.* on the 31st March, 1892; £3 11*s.* 0*d.* on the 31st March, 1893; and £3 11*s.* 2*d.* on the 31st March, 1894. The interest realized in the year averaged £3 7*s.* 10*d.* per cent. on the principal sum outstanding on the 1st April, 1893.

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The following is an ABSTRACT of LOANS made by the COMMISSIONERS of PUBLIC WORKS, showing the Amounts Remitted, and

No.	Acts under which Advances have been made.	PURPOSES FOR WHICH ADVANCED.	No. of open Loan Accounts on 31st March, 1894.	ADVANCES TO BORROWERS. In the Year ended 31st March, 1894.	ADVANCES TO BORROWERS. Total up to the 31st March, 1894.	PRINCIPAL In the Year ended Principal.
		I. Public Works Loans, 1 & 2 Wm. IV., c. 33, and 40 & 41 Vic., c. 27.				
		CLASS I.—LOANS SECURED ON UNDERTAKINGS.		£ s. d.	£ s. d.	£ s. d.
1	1 & 2 Wm. IV., c. 33,	Local Boards—various works,	28	—	184,824 0 0	4,476 2 9
2	Do.	Inland Navigation,	8	—	134,297 8 9	2,054 14 11
3	Do.	Railways,	21	10,000 0 0	1,195,636 10 11	9,218 7 10
4	Do.	Quarries, Mines, &c.,	2	—	16,411 19 2	104 11 10
5	Do.	Harbours, Docks, &c.,	30	8,800 0 0	539,582 1 2	6,824 8 2
6	Do.	Reclamation of Waste Lands,	1	—	130,851 0 0	205 17 8
7	29 & 30 Vic., c. 44,	Labourers' Dwellings in Towns,	82	50 0 0	189,911 15 2	7,344 8 8
8	48 & 49 Vic., c. 76,	Housing of the Working Classes,	106	24,116 0 0	302,191 10 9	8,151 7 11
			276	42,966 0 0	2,686,236 3 1	41,178 16 10
		CLASS II.—LOANS SECURED ON RATES.				
9	1 & 2 Wm. IV., c. 33,	Grand Juries of Counties for Roads, Court Houses, &c.,	23	3,012 16 11	785,982 8 4	5,122 9 11
10	Do.	Roads and Bridges,	7	—	200,577 0 4	6,954 1 1
11	40 & 41 Vic., cc. 15 & 54. 44 & 45 Vic., c. 29; 48 Vic., c. 18,	Public Buildings; Public Libraries; Reformatories; and Industrial Schools,	8	—	62,000 0 0	778 17 1
12	9 Vic., c. 3,	Fishery Piers and Harbours,	1	—	53,544 17 3	61 10 1
13	57 Geo III., c. 34,	Public Works Loans,	1	—	491,444 19 8	—
14	6 & 7 Wm. IV., c. 116,	Repairs of Post Roads and Bridges,	8	406 17 1	185,684 8 1	410 9 6
15	16 & 17 Vic., c. 136,	Repairs of Fishery Piers and Harbours,	2	—	16,918 2 10	683 14 1
16	19 & 20 Vic., c. 62,	Maintenance of Navigation Works,	1	125 1 9	2,609 1 9	—
17	1 & 2 Geo. IV., c. 33; 18 & 19 Vic., c. 109.	Lunatic Asylums Buildings,	224	51,526 0 0	1,591,929 6 0	22,394 5 7
18	38 & 39 Vic., c. 36,	Artisans' Dwellings,	2	—	81,000 0 0	989 14 5
19	37 & 38 Vic., c. 93; 41 & 42 Vic., c. 52.	Public Health,	690	138,289 16 1	2,078,046 6 9	39,716 5 1
20	46 & 46 Vic., c. 47,	Emigration,	69	—	11,755 3 10	608 18 11
21	46 & 47 Vic., c. 60,	Labourers Acts,	2,136	71,627 6 0	1,239,282 14 8	15,399 3 7
22	46 & 43 Vic., c. 25,	Dispensary Houses,	139	7,046 0 0	92,956 19 1	1,496 5 0
			3,301	278,034 8 10	9,860,024 8 7	94,918 2 1
		CLASS III.—LOANS SECURED ON LANDS.				
23	5 & 6 Vic., c. 89,	River Drainage and Navigation,	5	—	9,082,056 7 8	99 10 11
24	26 & 27 Vic., c. 68,	River Drainage,	1,303	—	816,944 18 10	15,609 6 5
25	29 & 30 Vic., c. 49,	River Drainage Maintenance,	282	941 16 1	49,198 5 4	1,545 0 6

(Continued on next page.)

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Advances and Repayments in the Year, the Total Advances and Repayments to the 31st March, 1894, the the Balances Outstanding.

repaid and INTEREST paid by Borrowers.				Remitted.	BALANCES Outstanding against Borrowers on 31st March, 1894.				No.
31st March, 1894.	Total to 31st March, 1894				Principal.			Interest.	
					In Arrear.		Not yet due.		
Interest.	Principal.	Interest.			Written off from the Account of Assets of the Local Loans Fund.	Other Arrears.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
4,556 7 10	21,301 12 4	64,715 16 7	—	—	—	123,322 7 6	—		1
3,198 6 5	22,122 1 1	93,936 4 8	10,000 0 0	9,268 15 0	8,147 7 10	77,352 2 3	150 15 2		2
16,088 7 2	460,102 11 2	678,554 15 5	—	38,000 0 0	274,797 12 1	422,672 7 1	154,797 4 2		6
52 16 2	18,022 9 11	3,434 17 3	—	—	—	1,885 2 5	—		4
14,341 5 2	129,580 14 4	270,895 17 10	74,836 3 3	—	12,530 4 11	315,634 18 0	9,668 0 2		5
—	205 17 8	12,000 0 0	—	*130,445 2 4	—	—	—		2
5,234 11 3	21,828 9 2	78,132 6 2	635 13 3	381 16 2	1,234 13 9	125,833 6 8	694 6 5		7
7,575 10 1	68,007 6 0	36,195 6 0	—	—	75 2 4	238,851 2 5	90 0 1		5
51,054 2 6	820,320 1 9	938,870 16 4	85,471 16 6	176,495 11 1	296,786 0 11	1,306,125 12 10	165,400 11 2		
1,912 2 10	740,213 3 8	125,239 2 3	—	—	—	45,069 4 10	—		2
2,806 13 5	127,025 10 1	91,715 7 2	2,821 11 11	—	—	25,729 15 4	—		10
1,072 7 2	50,901 12 3	14,721 14 0	1,953 17 11	—	—	22,144 2 10	—		11
20 13 2	53,356 12 4	2,068 12 10	—	—	—	185 4 11	—		12
180 0 0	307,533 6 3	198,522 0 10	177,911 13 5	—	—	6,000 0 0	—		13
12 16 11	155,347 10 10	212 7 8	—	—	—	356 17 8	—		14
42 6 7	16,578 8 5	1,472 14 4	344 14 2	—	—	—	—		15
—	2,484 0 0	1 15 3	—	—	—	125 1 9	—		16
8,536 5 6	1,315,773 3 3	68,845 10 2	12,183 0 0	—	—	263,626 5 7	—		17
512 0 4	59,435 0 1	30,036 0 10	—	—	—	21,564 19 2	—		18
37,903 2 10	999,305 11 11	496,225 2 4	—	—	1,058 16 11	1,077,261 17 11	876 6 3		12
169 1 2	7,836 10 7	2,216 16 0	—	—	12 18 0	8,901 17 3	7 0 0		20
38,658 9 6	78,840 17 1	184,029 16 6	—	—	181 0 11	1,182,260 16 6	664 16 11		21
2,744 12 10	11,841 8 0	17,845 2 8	—	—	44 6 9	81,071 4 4	70 13 3		22
94,183 16 0	8,904,464 15 5	1,238,258 5 3	199,214 17 5	—	1,264 0 7	2,755,060 14 10	1,620 19 11		
10 2 1	878,964 19 1	788,116 17 6	1,207,582 5 7	—	485 2 7	—	25 19 4		23
10,886 16 2	235,910 12 0	235,557 18 2	—	†3,833 0 7	5,056 5 8	671,044 12 11	5,421 0 5		24
402 19 7	38,898 0 5	15,243 15 6	155 0 0	—	1,501 9 10	7,545 17 5	236 6 5		25

* Including £59 2s. 4d. } written off in the year per Act 56 & 57 Vic., c. 40.
† Including £1,318 3s. 0d. }

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The following is an ABSTRACT of LOANS made by the COMMISSIONERS of PUBLIC WORKS, showing the Amounts remitted, and

No.	Acts under which Advances have been made.	PURPOSES FOR WHICH ADVANCED.	No. of open Loan Accounts on 31st March, 1894.	Advanced to Borrowers. In the Year ended 31st March, 1894.	Advanced to Borrowers. Total up to the 31st March, 1894.	Principal. In the Year ended Principal.
		CLASS III.—*continued.*		£ s. d.	£ s. d.	£ s. d.
26	10 Vic., c. 32, etc.; 44 & 45 Vic., c. 49, sec. 19.	Improvement of Lands—viz., Drainage, Erection of Farm Buildings and Farm Labourers' Dwellings, Planting for Shelter,	5,261	22,321 0 0	4,106,187 3 10	64,952 9 8
27	10 Vic., c. 32, s. 13,	Land Improvement Preliminary Expenses,	1	1,000 0 0	66,000 0 0	994 6 4
28	44 & 45 Vic., c. 49, s. 31.	Land Law—Advances to Occupiers of Land for Improvement of their Holdings,	10,435	41,182 0 0	854,337 0 0	31,614 11 2
29	33 & 34 Vic., c. 46,	For Advances to Tenants for Purchase of their Farms, &c., ...	818	—	318,932 18 7	8,601 4 8
			16,105	75,444 10 1	8,493,622 14 10	123,926 7 6
		CLASS IV.—MISCELLANEOUS LOANS.				
30	33 & 34 Vic., c. 112, &c.	Glebe Loans, ...	1,083	10,164 0 0	504,362 17 4	16,121 18 7
31	53 Geo. III., c. 107; 3 Geo. IV., c. 79.	Building Schools, ...	2	—	10,293 5 7	18 1 7
32	43 Vic., c. 1, .	Seed Supply, ...	9	—	647,562 11 10	..
33	53 Vic., c. 1, .	Do., ...	113	—	274,520 14 1	111,699 7 1
34	36 & 38 Vic., c. 82, .	National School Teachers' Residences, .	679	8,543 0 0	147,279 10 0	2,638 12 1
35	47 & 49 Vic., c. 22,	Non-Vested Schools and Training Colleges,	74	2,100 0 0	44,556 10 0	891 15 4
			1,959	20,807 0 0	1,628,578 8 10	131,478 11 1
		Total Current and Unclosed Services,	23,641	417,251 18 11	19,668,450 13 4	390,867 1 1
		Add Total Closed Services, . .	—	—	18,983,942 3 10	—
		Gross Total Local Loans Fund, .	23,641	417,251 13 11	36,652,402 2 2	390,867 1 1
		II. Irish Church Fund Loans.				
		CLASS II.—LOANS SECURED ON RATES.				
36	43 Vic., c. 4; 43 & 44 Vic., c. 14.	Public Health, ...	75	—	38,535 10 0	1,217 9 7
37	Do.,	Baronial Works, ...	126	—	271,186 10 10	18,808 10 0
38	Do.,	Relief of Distress, ...	6	—	11,383 13 4	733 13 4
39	Do.,	Relief of Distress Grants, ...	—	—	19,069 3 0	—
			207	—	340,176 17 2	20,759 13 11
		CLASS III.—LOANS SECURED ON LANDS.				
40	Do.,	Improvement of Lands, ...	1,815	—	923,619 17 8	28,747 13 2
41	Do.,	Arterial Drainage, ...	19	—	6,136 1 0	74 12 7
			1,834	—	929,755 18 5	28,822 13 9
		Total Irish Church Fund Loans, .	2,041	—	1,269,932 15 7	49,582 3 8
		Grand Total, ...	25,682	417,251 19 11	39,922,334 17 9	440,479 4 4

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Advances and Repayments in the Year, the Total Advances and Repayments to the 31st March, 1894, the the Balances Outstanding—*continued.*

Repaid and INTEREST paid by Borrowers			Remitted.	BALANCES Outstanding against Borrowers on 31st March, 1894.				No.
31st March, 1894.	Total to 31st March, 1894.			Principal.			Interest.	
				In Arrear.		Not yet due.		
Interest.	Principal.	Interest.		Written off from the Account of Assets of the Local Loans Fund.	Other Arrears.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
39,709 12 10	2,692,533 3 1	1,517,102 11 4	—	*12,369 9 3	17,763 13 9	1,213,490 10 10	11,092 13 11	25
—	64,230 2 7	—	1,013 3 1	96 11 8	—	670 2 8	—	27
21,195 11 8	201,183 17 1	193,681 1 5	—	†2,840 7 11	6,924 0 0	644,379 15 6	4,102 11 9	28
10,332 11 8	190,720 19 9	951,906 9 0	—	—	3,508 11 9	324,703 12 4	4,303 8 7	29
91,638 3 0	4,469,469 15 9	2,975,509 15 8	1,205,750 8 9	18,629 9 7	34,835 3 4	2,701,934 0 9	25,182 0 9	
12,383 14 0	154,921 19 0	179,104 11 9	—	—	72 18 7	249,368 19 5	72 14 2	30
3 12 3	9,597 13 0	199 10 4	350 15 4	—	108 6 11	241 10 4	—	31
—	635,505 10 11	0 0 9	—	—	12,057 0 11	—	—	32
3,402 0 8	261,893 2 5	15,074 14 8	—	—	12,627 11 7	—	—	33
4,439 15 0	16,179 14 4	30,302 19 2	—	—	3 2 3	131,096 13 9	9 13 10	34
1,364 6 3	4,316 11 5	5,893 9 9	—	—	—	40,239 18 4	—	35
21,597 9 4	1,082,414 11 5	231,464 8 0	350 15 4	—	24,864 0 3	520,947 1 10	79 8 0	
358,473 11 9	10,275,569 4 8	5,364,219 16 9	1,493,787 17 11	—	—	—	—	
—	12,513,801 12 11	487,695 4 7	6,470,140 13 11	—	—	—	—	
358,473 11 10	22,790,470 17 7	5,871,912 2 10	7,963,928 11 10	197,124 17 8	587,770 5 1	7,343,107 10 0	192,282 19 5	
					7,899,002 12 9			
261 9 7	13,519 9 7	5,590 2 7	—	—	72 17 7	24,944 8 10	19 4 2	36
960 7 0	198,910 12 4	20,802 19 9	9 0 1	—	—	72,571 19 8	—	37
13 15 0	10,633 6 8	614 16 9	—	—	8 5 6	742 0 0	0 8 2	38
—	—	—	19,069 3 0	—	—	—	—	39
1,235 10 7	222,792 2 7	25,007 19 9	19,075 3 1	—	91 4 3	98,258 7 3	19 7 4	
7,035 0 9	279,242 11 6	85,309 9 9	‡ 9,261 7 11	—	8,595 17 0	625,120 1 0	2,725 3 1	40
25 11 9	579 9 9	214 4 7	—	—	10 5 0	5,547 9 9	3 5 5	41
7,055 12 9	279,921 1 0	85,523 9 9	9,261 7 11	—	9,006 2 0	631,667 7 6	2,728 9 9	
8,292 3 1	§ 302,583 3 7	§ 110,331 8 3	28,336 11 0	—	9,087 5 3	729,925 14 9	2,747 19 10	
366,765 14 11	23,293,054 1 2	5,982,448 11 1	7,992,295 2 10		739,013 1 0		195,030 15 4 (a)	
					£8,637,015 13 9			

* Including £1,450 3s. 7d. | written off in the year, per Act 56 & 57 Vic. cap. 40. † Including £1,536 17s. 3d., principal charge cancelled by redemption in the year.
‡ Including £1,366 19s. 9d. | § Repaid to Irish Land Commissioners.
(a) The figures in this column do not include interest accrued and unpaid in respect of Loans which have been written off the Assets of the Local Loans Fund by the Public Works Loans Act, 1887, and subsequent Acts.

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APPENDIX D.—

(D.)—ABSTRACT of the ACCOUNTS of the COMMISSIONERS of PUBLIC WORKS in IRELAND, showing the Total of

References to Accounts.	Page.	HEADS OF ACCOUNT.	Balances on 31st March, 189	Received.
			£ s. d.	£ s. d.
D 1	42–53	Parliamentary Votes and Grants, viz.:—		
		1. Public Works and Buildings, Ireland, 2. Railways, Ireland, 3. Public Works Office, Ireland, 4. Appropriations in Aid, Public Works and Buildings,	47,375 16 4	486,003 17 2
D 2	54–55	Loans Advances,	999 2 9	440,000 0 0
D 3	56–57	Loans Repayments.	—	707,244 19 3
D 4	56–57	Land Improvement Preliminaries, 10 Vic., c. 32,	228 4 2	1,910 8 9
D 5	58–59	District Lunatic Asylums,	159 16 4	61,528 8 3
D 6	58–59	Sea Fisheries, Ireland, 46 & 47 Vic., c. 26,	2,344 18 5	2,837 13 7
D 7	60–65	Miscellaneous Services, viz.:—		
		1. Deposit Accounts, 1 & 2 Wm. IV., c. 33, &c., 2. Railway and other Arbitrations, 14 & 15 Vic., c. 70, 3. Arterial Drainage Deposits, 26 & 27 Vic., c. 88, &c., 4. Piers—Works, 1 & 2 Wm. IV., c. 33, &c., 5. Inland Navigations:—Shannon, 6. Maintenance of Navigation Works, 19 & 20 Vic., c. 62, 7. Drainage Maintenance, 29 & 30 Vic., c. 49, 8. National Monuments, 32 & 33 Vic., c. 42, 9. Irish Reproductive Loan Fund, 37 & 38 Vic., c. 86, &c., 10. Sea and Coast Fisheries Loan Fund, 47 & 48 Vic., c. 21, &c., 11. Linen Hall, 12. Galway Harbour Receiver's Account, 13. Kinsale Harbour Receiver's Account, 14. Southern Railway, 15. Letterkenny Railway, 16. Sundry Accounts,	15,066 4 2	36,350 19 6
		Total,	66,174 2 2	1,725,885 5 6
D 8	66–71	Statement of Final Awards under Arterial Drainage Act, 26 & 27 Vic., c. 88, with Repayments thereon, to the 31st March, 1894.		

Office of Public Works, Dublin, 21st May, 1894.

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ACCOUNTS.

Sums intrusted to their Management for Collection or Disbursement for Year ended 31st March, 1894.

Balances overdrawn, 31st March, 1894.	Totals.	Overdrawn Balances from Accounts to 31st March, 1893.	Paid.	Balances on 31st March, 1894.	Totals.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	533,379 13 6	—	520,957 5 1	12,422 8 5	533,379 13 8
—	440,993 2 9	—	417,251 18 11	23,747 3 10	440,999 2 9
—	707,244 19 3	—	707,244 19 3	—	707,244 19 3
—	2,138 12 11	—	1,937 13 7	200 13 4	2,138 12 11
—	51,688 4 7	—	49,551 12 3	2,136 12 4	51,688 4 7
—	5,182 11 0	—	993 18 4	4,188 12 8	5,182 11 0
—	51,425 3 8	—	48,062 4 8	5,363 13 0	51,426 3 8
—	1,792,059 7 8	—	1,743,939 12 1	48,059 15 7	1,792,059 7 8

O. H. BRADDELL, *Accountant.*

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AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONERS

(D 1.)—PARLIAMENTARY

RECEIPTS.	£ s. d.	£ s. d.	£ s. d.
Balance from last Account,	—	—	47,375 16 4
PUBLIC WORKS AND BUILDINGS.			
Vote for the year 1893–94,	—	212,176 0 0	
NEW WORKS AND ALTERATIONS :—			
Transfers and Re-lodgments,	—	69 9 6	
Carried forward,	—	212,245 9 6	47,375 16 4

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of Public Works in the Year ended 31st March, 1894.

VOTES AND GRANTS.

EXPENDITURE.		£ s. d.	£ s. d.	£ s. d.
Balances on Parliamentary Votes surrendered to H.M. Exchequer, viz.:—				
Public Works and Buildings,		—	13,011 11 11	
Office of Public Works,		—	955 2 8	
Railways, Ireland,		—	429 9 5	
				14,395 4 0
Public Works and Buildings.				
New Works and Alterations:—				
Royal Hospital,		214 9 6		
Royal Hibernian Military School,		707 3 5		
Coastguard Buildings,		3,625 10 7		
Naval Reserve Buildings,		1,624 12 3		
Ordnance Survey Buildings,		3,945 4 4		
Registry of Deeds Office,		1,591 14 4		
Local Registration of Titles,		642 5 3		
Dublin Metropolitan Police Stations,		173 6 6		
Constabulary Buildings,		5,642 10 11		
Prisons Office,		189 6 10		
Dundrum Criminal Lunatic Asylum,		3,834 4 7		
Science and Art Buildings,		1,812 9 3		
National Education Buildings:—				
Munster Model Farm,	£517 5 5			
Ordinary Literary Schools,	£28,198 6 9	28,715 14 2		
Queen's Colleges,		1,935 11 4		
Customs,		195 0 4		
Inland Revenue,		1,144 14 2		
Postal and Telegraph Buildings,		16,838 18 9		
Phœnix Park,		150 0 0		
Kingstown Harbour,		1,001 18 6		
Arterial Drainage—Suck District,		17,700 0 0		
Arklow Harbour,		1,500 0 0	92,964 15 0	
Carried forward,		—	29,984 15 0	14,396 4 0

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AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONERS

(D 1.)—PARLIAMENTARY

RECEIPTS—*continued.*

	£ s. d.	£ s. d.	£ s. d.
Brought forward,		212,245 9 6	47,375 16 4
1. PUBLIC WORKS AND BUILDINGS—*continued.*			
TRANSFERS AND REIMBURSEMENTS:—			
Maintenance and Supplies,	261 1 1		
Furniture, Fittings, &c.,	24 1 1		
Rents,	1 17 6		
Fuel, Light, Water, &c.,	16 15 9		
Drainage Works—River Shannon,	3 15 2		
		307 10 7	212,553 0 1
Carried forward,	—	—	259,928 16 5

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of PUBLIC WORKS in the Year ended 31st March, 1894—*continued.*

VOTES AND GRANTS—*continued.*

EXPENDITURE—*continued.*

	Maintenance and Supplies. £ s. d.	Furniture, Fittings, and Utensils. £ s. d.	Rent and Insurance. £ s. d.	Fuel, Light, Water, Cleaning, &c. £ s. d.	Totals. £ s. d.	£ s. d.	£ s. d.
Brought forward, . .	—	—	—	—	—	92,984 15 0	14,396 4 0
PUBLIC WORKS AND BUILDINGS—*con.*							
Royal Hospital, Kilmainham, .	3,385 16 1	812 1 0	—	966 7 2	4,844 4 3		
Royal Hibernian Military School,	2,552 0 8	632 3 5	—	1,184 13 5	4,268 17 7		
Naval Reserve, . . .	221 7 8	0 10 0	—	—	222 4 8		
Constabulary Buildings, . .	5,302 6 6	225 5 1	—	0 8 0	5,527 17 10		
Ord. Survey, Mountjoy Barracks,	1,410 4 0	284 11 8	236 10 8	689 12 8	2,640 7 5		
Dublin Castle Residences and Chapel Royal, . . .	2,624 18 3	980 14 8	46 18 8	886 8 8	3,738 19 1		
Under Sec.'s House, Dublin Castle,	54 14 8	13 18 8	—	—	78 7 0		
Viceregal Lodge, Gardens, &c., .	3,656 18 0	369 19 1	—	391 1 4	4,617 18 5		
Private Secretary's Lodge, . .	223 8 8	31 9 7	—	22 16 8	277 14 0		
Chief Sec.'s Lodge, Gardens, &c.,	820 4 2	209 18 2	—	128 11 5	1,258 8 9		
Under Sec.'s Lodge and Demesne,	765 8 7	248 5 7	—	85 7 2	1,099 1 4		
Chief Sec.'s Office and Branches,	711 2 1	283 7 10	8 18 8	345 11 7	1,348 17 3		
Board of Trade Survey Offices,	18 11 0	12 10 8	—	1 0 0	37 1 9		
Civil Service Commission, . .	58 18 8	12 8 0	150 0 0	17 16 5	239 1 8		
Paymaster-General's Office, .	109 18 3	27 15 7	—	47 9 3	184 18 4		
Stationery Office, . . .	144 4 8	39 2 4	186 10 0	94 2 3	463 19 3		
Quit Rent Office, . . .	33 15 7	10 2 7	230 18 4	8 18 8	283 7 2		
Petal Inspection Offices, . .	7 18 8	21 18 1	226 0 0	25 14 1	281 8 5		
Charitable Bequests Office, .	182 8 3	26 12 11	90 0 0	36 10 0	255 6 5		
Friendly Societies' Registry, .	—	0 12 0	—	—	0 12 0		
Local Government Board, . .	36 17 8	39 7 8	—	145 3 0	300 7 10		
Office of Public Works, . .	342 10 0	407 0 7	7 6 8	193 14 11	950 9 2		
Record Room and Offices, . .	384 4 8	109 2 3	—	125 5 4	618 11 11		
General Registry & Census Office,	245 5 8	94 18 3	30 0 0	188 11 4	550 15 0		
General Survey & Valuation Office,	236 10 4	357 8 8	200 0 0	31 13 0	818 12 0		
Depot for Crown Witnesses, .	41 0 10	3 13 0	100 0 0	17 11 8	162 7 8		
High Court of Justice, Four Courts,	1,724 0 3	370 3 4	—	648 12 7	3,742 18 5		
Court of Admiralty, . .	24 10 11	10 8 6	—	10 3 8	45 5 8		
Court of Bankruptcy, . .	149 8 3	89 1 5	—	76 3 4	314 18 2		
King's Inns—Registry of Deeds,	552 4 7	67 3 3	—	123 2 10	742 12 11		
Registry of Titles, . . .	4 12 10	136 11 1	—	1 13 2	142 13 1		
Direct Probate Offices, . .	498 4 10	30 18 3	197 10 0	176 3 0	922 11 4		
Registry of Judgments, . .	27 18 2	4 14 3	—	10 3 8	42 16 4		
Land Com. Court and Offices, .	331 14 7	402 0 3	340 0 0	226 3 4	1,298 18 2		
Congested Districts Board, .	109 19 9	189 14 3	60 0 0	58 18 6	368 10 6		
Met. Police Courts and Offices in Dublin Castle, . . .	240 13 1	126 3 3	3 14 10	178 10 9	651 13 6		
Metropolitan Police Stations, .	3,905 7 10	783 4 0	365 8 7	3,058 14 1	8,110 14 3		
Divisional Commissioners' Offices,	218 0 3	53 4 2	318 0 0	115 18 3	703 0 8		
Royal Irish Con. Depot & Offices, Dublin Castle, . . .	2,365 7 7	227 13 0	—	1,747 10 0	4,340 16 7		
Con. Barracks throughout Ireland,	3,378 13 10	89 1 2	—	—	3,967 15 0		
Constabulary Huts, . . .	1,485 8 3	46 13 3	—	—	1,511 7 8		
General Prisons Office, . .	123 15 8	78 3 1	—	88 14 11	296 15 6		
Reformatory and Industrial Schools Office, . . .	3 14 3	1 8 3	—	3 3 0	15 3 3		
Dundrum Crim. Lunatic Asylum,	1,308 8 3	820 12 3	46 18 4	368 1 6	2,373 17 7		
School of Art, Museum &c., Kildare-street, . . .	1,924 0 8	334 8 3	134 17 3	1,771 6 8	4,165 1 8		
Botanic Gardens, Glasnevin, .	609 11 10	40 3 4	104 18 10	511 7 1	1,266 3 1		
Royal College of Science, . .	708 3 4	191 10 6	203 3 0	267 3 0	1,370 3 10		
Geological Survey Office, . .	189 1 1	18 14 5	30 0 0	56 12 4	297 7 10		
Nat. Educ.—Metropol. Buildings,	1,262 1 7	314 0 3	—	507 3 9	2,083 3 1		
Agricultural Model Schools, and Albert Model Farm, . .	322 15 4	110 17 3	—	440 18 1	1,874 11 2		
District and Minor Model Schools,	1,568 18 4	406 11 3	—	1,361 10 6	3,334 18 3		
Ordinary Literary Schools, .	2,920 7 3	134 1 6	—	—	3,114 9 3		
Teachers' Residences, . .	110 3 1	—	—	—	110 3 1		
Teachers' Pension Office, . .	21 17 8	23 13 7	—	36 12 7	81 3 10		
National Gallery of Ireland, .	203 18 9	5 11 11	—	86 0 3	295 0 4		
Queen's College, Cork, . .	345 7 3	138 1 11	45 18 8	0 14 3	744 2 1		
" Belfast, . .	354 3 11	94 3 4	—	3 3 3	431 0 6		
" Galway, . .	366 5 3	57 15 3	—	—	424 0 11		
Royal Irish Academy, . .	51 13 3	113 14 5	155 17 4	—	321 3 3		
Customs Buildings, . . .	1,258 4 3	201 13 4	4,316 3 7	548 7 4	6,324 0 0		
Inland Revenue Buildings, .	801 11 5	517 7 0	2,321 2 10	529 0 3	4,169 1 0		
Post Office Buildings, . .	1,891 14 1	988 1 3	—	225 13 3	3,105 14 10		
Telegraph Buildings, . .	1,164 3 8	549 11 0	—	73 17 0	1,793 17 8		
Educ. Endowments Commission,	4 14 7	3 9 11	119 10 0	10 11 7	137 6 1		
Evicted Tenants' Commission, .	2 15 1	1 14 10	108 7 3	3 3 3	118 2 10		
Ancient Monuments Preservation	78 3 3	—	—	—	79 3 2		
Royal University, . . .	430 3 3	0 13 3	—	25 3 0	476 7 10		
Phœnix Park, . . .	6,775 0 5	24 0 3	—	612 11 0	7,413 11 8		
St. Stephen's Green Park, .	1,454 19 4	16 5 4	—	14 3 6	1,486 13 2		
Curragh of Kildare, . . .	662 14 0	—	—	—	662 14 0		
Kingstown Harbour, . .	8,148 11 3	19 13 10	—	340 2 3	8,508 3 10		
Howth Harbour, . . .	811 0 9	9 3 1	10 3 0	1 4 11	824 7 9		
Donaghadee Harbour, . .	334 2 3	0 3 0	—	—	334 7 3		
Dunmore Harbour, . . .	549 9 6	2 4 3	—	—	651 14 1		
Ardglass Harbour, . . .	498 7 3	—	—	1 1 0	494 3 3		
Maigue Navigation, . . .	17 1 0	0 3 6	—	—	17 3 6		
Boyne Navigation, . . .	232 3 11	0 3 3	3 3 0	—	235 13 7		
Shannon Navigation—Sluices, .	115 3 11	—	14 0 0	—	129 6 11		
Phœnix Park National School, .	83 5 11	—	—	—	83 5 11		
Total, . . .	76,916 4 11	12,768 15 0	11,124 15 11	18,469 1 3	120,278 17 1	120,273 17 1	
Carried forward, . .						213,258 12 1	14,396 4 0

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AN ACCOUNT showing the RECEIPTS and EXPENDITURE of the COMMISSIONERS

(D 1.)—PARLIAMENTARY

RECEIPTS—*continued.*	£ s. d.	£ s. d.	£ s. d.
Brought forward,	—	—	259,928 16 5
PUBLIC BUILDINGS—*continued.*			
2. RAILWAYS, IRELAND :—			
Vote,	—	38,878 0 0	
Received from National Debt Commissioners,	—	190,000 0 0	
Refunds, &c., &c.,	—	213 11 8	
			228,889 11 8
3. OFFICE OF PUBLIC WORKS (CLASS II.) :—			
Vote,	—	34,528 0 0	
Transfers or Relodgments,	—	188 3 8	
Appropriations in Aid,	—	2,570 13 3	
			37,286 15 11
4. APPROPRIATIONS IN AID :—			
PUBLIC WORKS AND BUILDINGS :—			
Buildings :—Rents,	3,238 9 5		
Sales, &c.,	510 15 7		
		3,749 5 0	
Parks :—Rents for Grazing,	803 5 2		
Sales,	65 1 0		
		868 6 2	
Kingstown Harbour :—			
Dues,	1,156 1 3		
Rents,	393 19 7		
Water supplied to Shipping,	140 11 9		
Ballast,	50 14 8		
Hire of Planks and Cranes,	25 17 6		
" Plant,	18 12 0		
Boat Licenses,	3 0 0		
		1,788 16 9	
Howth Harbour :—			
Dues,	56 15 4		
Rents,	343 11 11		
Sales,	14 5 10		
		414 13 1	
Donaghadee Harbour :—			
Rents,	10 14 0		
Sales,	6 18 4		
		17 12 4	
Ardglass Harbour :—			
Rents,	6 15 0		
Dues,	132 6 9		
Sales,	23 12 2		
		182 13 11	
Dunmore Harbour :—			
Rents,	37 7 10		
Dues,	23 14 10		
		61 2 8	
Maigue Navigation :—Tolls,	—	11 8 3	
Boyne Navigation :—Tolls,	—	131 0 4	
Drainage Works—River Shannon,	—	69 10 0	
			7,274 8 5
			533,379 13 6

Office of Public Works, Dublin, 21st May, 1894.

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of Public Works in the Year ended 31st March, 1894.

VOTES AND GRANTS—*continued.*

EXPENDITURE—*continued.*	£ s. d.	£ s. d.	£ s. d.
Brought forward,	—	213,258 12 1	14,396 4 0
1. Public Buildings—*continued.*			
Drainage Works—River Shannon,	—	5,981 0 5	219,239 12 6
2. Railways, Ireland :—			
Repayments to Baronies under Tramways and Public Companies Act of 1883,	—	19,506 9 1	
Light Railways (Ireland) Act, 1889, 52 & 53 Vic., c. 66,	—	212,514 4 11	
Repaid to the National Debt Commissioners,	—	18,659 12 0	250,680 6 0
3. Office of Public Works (Class II.) :—			
Salaries,	25,508 14 10		
Travelling Expenses,	2,834 0 7		
Incidental Expenses,	280 13 3		
Land Improvement and Land Law Act Loans,	7,863 1 0	36,485 9 8	
Appropriations in Aid—Refunds,	—	93 10 3	36,579 19 11
4. Appropriations in Aid :—			
Public Buildings :—			
Taxes refunded, Costs, &c.,	—	10 14 4	
Howth Harbour :—			
Taxes refunded, &c.	—	2 15 5	
Kingstown Harbour :—			
Taxes on Property at Dalkey,	0 16 3		
Cost of procuring Ballast for Shipping,	35 7 7		
Adjustment of Dues :—			
Balance paid to Dublin Port and Docks Board, for 1892-93,	11 9 1	47 12 11	61 2 8
			520,957 5 1
Balance,	—	—	12,422 8 5
			533,379 13 6

O. H. Braddell, *Accountant.*

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(D 2.)—An Account showing the Receipts and Expenditure of the Commissioners

PUBLIC WORKS LOAN

	£ s. d.	£ s. d.
To Balance, 1st April, 1893,	—	999 2 9
„ Public Works Loans:—		
Vote of Credit 1892-93, £800,000—National Debt Commissioners,	120,000 0 0	
„ 1893-94, £800,000— „	320,000 0 0	
		440,000 0 0
		440,999 2 9

Office of Public Works, Dublin, 21st May, 1894

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of Public Works in the Year ended 31st March, 1894.

ADVANCES.

	£ s. d.	£ s. d.
By Public Works Loans,		
Amount advanced on Loans, viz.:—		
Grand Juries of Counties,	9,012 12 11	
Harbours, Docks, &c.,	8,800 0 0	
Railways,	10,000 0 0	
Labourers' Dwellings,	50 0 0	
Housing of the Working Classes,	24,116 0 0	
Glebe Loans, 33 & 34 Vic., c. 112,	10,164 0 0	
Public Health, 37 & 38 Vic., c. 93,	188,389 12 1	
Drainage Maintenance, 29 & 30 Vic., c. 49, &c.,	941 10 1	
Post Roads, for Repairs, 6 & 7 Wm. IV., c. 116,	402 17 1	
Land Improvement Preliminary Expenses,	1,000 0 0	
Maintenance of Navigation Works,	125 1 9	
Lunatic Asylums Buildings, 1 & 2 Geo. IV., c. 33,	51,528 0 0	
Labourers' Acts,	71,627 5 0	
Land Improvement, 10 Vic., c. 32, &c.,	32,321 0 0	
National School Teachers' Residences,	8,643 0 0	
Dispensary Houses,	7,049 0 0	
Non-Vested Schools and Training Colleges,	2,100 0 0	
Land Law, 44 & 45 Vic., c. 49, s. 31,	41,182 0 0	
		417,251 18 11
Balance un issued,	—	23,747 3 10
		440,999 2 9

O. H. Beaddell, *Accountant.*

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(D 3.)—An Account showing the Receipts and Expenditure of the Commissioners

PUBLIC WORKS LOANS

	Repayments (Principal and Interest.)	Totals.
	£ s. d.	£ s. d.
To Public Works Loans:—		
Amounts received in repayment:—		
Grand Juries of Counties,	7,134 12 9	
Local Boards,	9,032 10 7	
Roads and Bridges,	9,762 15 2	
Inland Navigations,	5,233 3 5	
Public Buildings,	1,831 4 7	
Railways,	25,306 15 4	
Quarries, Mines, and Miscellaneous,	164 8 0	
Harbours, Docks, &c.,	28,985 10 4	
Fishery Piers and Harbours,	82 6 6	
Reclamation of Waste Lands,	205 17 8	
Labourers' Dwellings in Towns,	12,579 0 0	
Artisans' Dwellings,	1,808 15 0	
Housing of the Working Classes,	13,726 18 0	
Glebe Loans,	28,565 12 7	
Public Health,	78,921 9 6	
River Drainage and Navigation, 5 & 6 Vic., c. 89,	110 0 0	
River Drainage Maintenance, 29 & 30 Vic., c. 49, &c.,	1,948 0 4	
River Drainage, 26 & 27 Vic., c. 88,	35,596 6 7	
Loans per Act 57 Geo. III., c. 34,	180 0 0	
Post Roads, Repairs,	423 5 7	
Land Improvement Preliminary Expenses,	904 6 4	
Repairs of Fishery Piers,	930 0 1	
Lunatic Asylums Buildings,	30,930 14 0	
Building Schools,	24 14 0	
Seed Supply, 1880,	Nil	
Seed Supply, 1890,	115,101 7 8	
Emigration,	778 0 1	
Labourers' Acts,	54,057 13 3	
Land Improvement Loans,	104,661 18 6	
National School Teachers' Residences,	7,132 8 1	
Dispensary Houses,	4,241 1 10	
Non-Vested Schools and Training Colleges,	2,245 18 3	
Land Law, 44 & 45 Vic., c. 49, s. 31,	52,610 2 10	
Land Act Loans, 33 & 34 Vic., c. 46,	18,933 15 11	
		649,370 13 4
„ Church Fund Loans:—		
Land Improvement,	35,780 18 11	
Sanitary,	1,478 18 2	
Baronial Works,	19,768 17 0	
Relief of Distress,	747 8 4	
Arterial Drainage,	98 4 4	
		57,874 6 9
		707,244 19 3

Office of Public Works, Dublin, 21st May, 1894.

(D 4.)—LAND IMPROVEMENT

RECEIPTS.	£ s. d.	£ s. d.
Balance from last Account,	—	228 4 2
Amount received from National Debt Commissioners by way of Loan,	1,000 0 0	
„ „ from Proprietors in Repayment of Preliminary Expenses,	910 8 9	1,910 8 9
		2,138 12 11

Office of Public Works, Dublin, 21st May, 1894.

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of Public Works, in the Year ended 31st March, 1894.

REPAYMENTS.

	£ s. d.	£ s. d.
By amount transferred to National Debt Commissioners, ...	—	649,370 12 6
By amount transferred to Irish Land Commissioners, ...	—	57,874 6 9
		707,244 19 3

O. H. Braddell, *Accountant.*

PRELIMINARIES, 1893–94.

EXPENDITURE.	£ s. d.	£ s. d.
Amount paid to National Debt Commissioners in Repayment of Advances, .	904 6 4	
" paid for Preliminary Investigations, Advertising, Scrivenery, &c., .	1,033 7 3	
		1,937 13 7
Balance carried to next Account, ...	—	200 19 4
		2,138 12 11

O. H. Braddell, *Accountant.*

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(D 5.)—LUNATIC

AN ACCOUNT showing the RECEIPTS and EXPENDITURE by the COMMISSIONERS of PUBLIC WORKS, IRELAND, for 1894, pursuant to Act 1 & 2

RECEIPTS.	£ s. d.	£ s. d.	£ s. d.
Balance from last Account,	—	—	159 16 4
Amounts received from the Public Works Loan Fund on account of Loans to the following District Asylums, and other receipts:—			
Armagh,	—	3,500 0 0	
Ballinasloe,	—	500 0 0	
Belfast,	—	500 0 0	
" (Antrim),	—	0 8 3	
Carlow,	—	1,000 0 0	
Castlebar,	—	400 0 0	
Clonmel,	—	6,500 0 0	
Cork,	—	8,128 0 0	
Kilkenny,	—	3,000 0 0	
Letterkenny,	—	1,000 0 0	
Londonderry,	—	50 0 0	
Maryborough,	—	4,600 0 0	
Mullingar,	—	5,450 0 0	
Omagh,	—	1,050 0 0	
Portraine,	—	10,000 0 0	
Richmond,	—	4,500 0 0	
Waterford,	—	1,350 0 0	
			51,528 8 3
			51,688 4 7

Office of Public Works, Dublin, 21st May, 1894.

(D 6.)—SEA FISHERIES

AN ACCOUNT showing the RECEIPTS and EXPENDITURE by the COMMISSIONERS of PUBLIC WORKS

RECEIPTS.	£ s. d.	£ s. d.	£ s. d.
Balance from last Account,	—		2,344 18 5
Amounts received in repayment of Loan—			
Ballydavid Pier,	43 1 4		
Liscannor Harbour,	140 15 0		
Kilkee Boat Slip,	24 9 0		
Annalong Harbour,	72 15 6		
Kilkeel Harbour,	158 13 8		
Culdaff Pier,	25 11 2		
Port Salon Pier,	101 18 8		
Portstewart Harbour,	99 6 8		
Malin Head Pier,	223 1 8		
Cleggan Pier,	219 11 10		
Carlingford Harbour,	386 12 10		
Carrigaholt Harbour,	296 11 4		
Kilmore Harbour,	321 0 3		
Ballyhalbert Pier,	129 13 6		
Clogher Head Breakwater,	468 18 0		
		2,712 9 5	
Sale of Plant, Greystones Harbour,		125 3 2	2,837 12 7
			5,182 11 0

Office of Public Works, Dublin, 21st May, 1894.

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ASYLUMS BUILDINGS.

Account of the Commissioners for the Control, &c., of Lunatic Asylums) during the year ended 31st March, Geo. IV., c. 33. &c., &c

EXPENDITURE.	£ s. d.	£ s. d.	£ s. d.
Amounts expended on the following District Asylums, viz :—			
Armagh,	—	3,677 5 5	
Ballinasloe,	—	1,088 14 9	
Belfast,	—	480 0 0	
" (Antrim),	—	59 17 6	
Carlow,	—	202 4 2	
Castlebar,	—	463 1 10	
Clonmel,	—	6,836 15 1	
Cork,	—	7,646 9 2	
Killarney,	—	13 7 6	
Kilkenny,	—	3,129 1 5	
Letterkenny,	—	752 9 8	
Limerick,	—	22 13 2	
Londonderry,	—	80 0 0	
Mullingar,	—	4,679 2 4	
Omagh,	—	1,144 12 11	
Portraine,	—	10,098 19 4	
Richmond,		4,658 4 8	
Waterford,		579 0 5	
Maryborough,		3,939 12 11	
			49,551 12 3
Balance,	—	—	2,136 12 4
			51,688 4 7

O. H. Braddell, *Accountant.*

(IRELAND) COMMISSION.

Ireland, during the Year ended 31st March, 1894, pursuant to Act 46 & 47 Victoria, cap. 26.

EXPENDITURE.	£ s. d.	£ s. d.
Expenses of Engineering Staff,	328 15 0	
Amounts expended on Works :—		
Greystones Harbour,	627 2 0	
Seafield Pier,	38 1 4	993 18 4
Balance,	—	4,188 12 8
		5,182 11 0

O. H. Braddell, *Accountant.*

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(D 7.)—An Account showing the Receipts and Expenditure by the Commissioners

MISCELLANEOUS

RECEIPTS.	£ s. d.	£ s. d.	£ s. d.
To Balance from last Account,	—	—	15,066 4 [illegible]
1. Deposits for Preliminary Expenses of Loans, &c. :—			
Received from Sundries,	—	—	656 7 [illegible]
2. Railway and other Arbitration Expenses, 14 & 15 Vic., c. 70 :—			
Received from Railway Companies and others, to meet Expenses of Arbitrations,	—	—	2,113 7 11
3. Arterial Drainage Deposits, 26 & 27 Vic., c. 88, &c. :—			
Received from Drainage Boards on Account of Preliminary and other Expenses,	—	—	110 10 4
4. Piers—Works—1 & 2 Wm. IV. :—			
Lacken—Transfer from Local Loans Fund,	—	800 0 0	
Sale of Plant and Refunds,	—	27 2 7	
			827 2 7
5. Inland Navigations :—			
Shannon River :—			
Rents,	—	2,714 14 3	
Tolls,	—	2,243 12 3	
Sales, Refunds, &c.,	—	36 1 3	
			4,9[illegible]4 7 9
6. Maintenance of Navigation Works, 19 & 20 Vic., c. 62 :—			
Ballinamore and Ballyconnell Canal,	—	—	125 1[illegible]
7. Maintenance of Drainage Works, 29 & 30 Vic., c. 49 :—			
Kildare District,	—	79 12 0	
Rinn and Blackriver District,	—	694 7 9	
Kilcock District,	—	175 14 3	
			949 14 0
8. National Monuments, 32 & 33 Vic., c. 42 :—			
Dividends on Stock,	—	906 3 0	
Refunds, &c.,	—	2 14 0	
			908 17 0
Carried forward,	—	—	25,751 15 3

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of Public Works, Ireland, during the Year ended 31st March, 1894.

SERVICES.

EXPENDITURE.	£ s. d.	£ s. d.	£ s. d.
1. Deposits for Preliminary Expenses of Loans, &c.:—			
Paid to Sundries,	—	—	789 12 7
2. Railway and other Arbitration Expenses, 14 & 15 Vic., c. 70:—			
Paid to Valuators, &c.,	—	—	2,393 0 11
3. Arterial Drainage Deposits, 26 & 27 Vic., c. 88, &c.:—			
Paid for Preliminary Expenses, Arbitrations, &c.,	—	—	50 11 1
4. Piers—Works—1 & 2 Wm. IV.:—			
Lacken—Labour, Materials, &c.,	—	—	970 11 8
5. Inland Navigations:—			
Shannon River:—			
Maintenance and Repairs of Works,	—	1,950 18 11	
Superintendence, Salaries, and Gratuities,	—	1,270 5 4	
Repayment of Clare Castle Pier Loan,	—	450 19 2	
Law Costs,	—	0 9 0	
			3,672 12 5
6. Maintenance of Navigation Works, 19 & 30 Vic., c. 62:—			
Ballinamore and Ballyconnell Canal,	—	—	125 1 9
7. Maintenance of Drainage Works, 29 & 30 Vic., c. 49:—			
Kildare District,	—	23 4 3	
Rinn and Blackriver District,	—	829 15 7	
Kilcock District,	—	175 14 3	
			1,028 14 1
8. National Monuments, 32 & 33 Vic., c. 42:—			
Maintenance—			
Salaries and Travelling Expenses of Architects; Caretakers' Wages, Incidents, &c.,	—	473 8 7	
Restoration Works—			
Glendalough,	42 12 2		
Monasterboice,	15 17 0		
Knockmoy,	319 11 5		
Athenry Abbey,	3 3 6		
Ennis Abbey,	93 4 4		
Kilmallock Abbey,	1 13 4		
Sherkin Island Abbey,	199 19 3		
Innisfallen,	161 10 9		
Ballinskelligs,	72 16 1		
Quin Abbey,	38 19 8		
Mellifont,	24 14 0		
		974 1 6	
			1,447 10 1
Carried forward,	—	—	10,477 14 7

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(D 7.)—An Account showing the Receipts and Expenditure of the Commissioners

MISCELLANEOUS

RECEIPTS—*continued.*	£ s. d.	£ s. d.	£ s.
Brought forward,	—	—	25,731 13
9. Irish Reproductive Loan Fund, 37 & 38 Vic., c. 86, &c., and 54 & 55 Vic., c. 48:—	Dividends on Stock Prior to 1st	Repayments, June, 1893	
County Clare,	15 6 7	13 9 4	
" Cork,	18 14 1	397 4 7	
" Galway,	22 6 3	189 14 7	
" Kerry,	102 1 4	204 19 9	
" Leitrim,	14 8 3	—	
" Mayo,	14 3 3	116 19 1	
" Sligo,	14 11 11	36 16 8	
" Roscommon,	45 19 9	—	
" Tipperary,	25 6 3	—	
" Limerick,	26 4 8	—	
	299 4 7	959 4 0	
Received for the Congested Districts Board after 1st June, 1893,	299 4 7	406 16 4	
	598 9 2	1,366 0 4	1,964 9
10. Sea and Coast Fisheries Fund, 47 & 48 Vic., c. 21, and 54 & 55 Vic., c. 48:—	Dividends, &c.	Repayments.	
Received for the Congested Districts Board before 1st June, 1893,	482 11 2	599 19 11	
Non-congested Districts,	467 10 8	1,016 10 1	
Received for the Congested Districts Board after 1st June, 1893,	15 1 2	474 10 7	
	965 3 0	2,091 9 7	3,056 12
11. Linen Hall, 41 Vic., c. 1:— Rents,	—	—	403 5
12. Galway Harbour Receiver's Account:— Dues,	—	—	3,895 4
13. Kinsale Harbour Receiver's Account:— Dues,	—	—	399 18 7
Carried forward,	—	—	35,471 4 3

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of Public Works in the Year ended 31st March, 1894,

SERVICES—*continued.*

EXPENDITURE—*continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward,	—	—	—	10,477 14 7
9. Irish Reproductive Loan Fund, 37 & 38 Vic., c. 86, &c., and 54 & 55 Vic., c. 48, &c.:—	Advances.	Law Costs.	Paid to Congested Districts Board.	
County Clare,	—	—	—	
„ Cork,	304 10 0	1 2 8	—	
„ Galway,	701 17 6	3 2 10	—	
„ Kerry,	626 2 0	1 9 11	—	
„ Mayo,	584 14 6	2 10 3	—	
„ Sligo,	28 0 0	0 13 5	—	
„ Tipperary,	—	—	—	
	2,305 4 0	8 19 1	3,451 12 1	5,765 15 2
10. Sea and Coast Fisheries Fund, 47 & 48 Vic., c. 21, and 54 & 55 Vic., c. 48:—				
Paid for the Congested Districts Board, before 1st June, 1893,	273 10 0	1 18 10	—	
Non-congested Districts,	2,291 16 8	—	—	
	2,565 6 8	1 18 10	4,605 10 11	7,172 16 5
11. Linen Hall, 41 Vic., c. 1:—				
Rent and Salaries,		—	104 18 2	
Transfer to Her Majesty's Exchequer,		—	250 0 0	354 18 2
12. Galway Harbour Receiver's Account:—				
Repayment of Loan,		—	3,662 10 3	
Salaries, Maintenance of Works, &c.,		—	828 13 7	4,491 3 10
13. Kinsale Harbour Receiver's Account:—				
Salaries, Maintenance of Works, &c.,		—	272 4 0	
Repayment of Loan,		—	429 13 4	701 17 4
Carried forward,		—	—	28,964 5 6

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(D 7.)—An Account showing the Receipts and Expenditure of the Commissioners

MISCELLANEOUS

RECEIPTS—*continued.*	£ s. d.	£ s. d.	£ s. d.
Brought forward,	—	—	35,471 4 2
14. Southern Railway:—			
Net Revenue for year ending 31st December, 1893,	—	3,885 8 1	
Amount received for payment of Baronial Guaranteed Dividends,	—	3,350 3 4	
			7,235 11 5
15. Letterkenny Railway:—			
Net Revenue for year ending 31st December, 1893,	—	—	1,799 6 10
16. Sundry Accounts:—			
Curragh of Kildare,	—	81 15 0	
Loans Insurance,	—	764 3 10	
Income Tax,	—	680 4 5	
Land Commission (Church Property Department),	—	400 0 0	
Poundage charged on overdue Instalments of Loans,	—	40 8 5	
Royal Dublin Society, for expense of Electric Lighting,	—	28 17 1	
City of Dublin Steam Packet Company, Shed at Kingstown Harbour,	—	4 15 8	
Wicklow Harbour,	—	43 17 6	
Polo Ground, Phœnix Park,	—	25 0 0	
Labourers' Dwellings Loans, Receiver's Accounts,	—	538 9 9	
Newry Custom House Stores,	—	76 1 0	
Chief Secretary's Gardens,	—	595 8 7	
Contractors' Deposits lodged with Tenders,	—	133 4 3	
Island Bridge Waterworks,	—	9 1 2	
Board of Admiralty,	—	30 10 5	
Board of Trade,	—	908 2 11	
Drainage Works—Closing Account,	—	9 11 0	
Dividends on Stock lodged as Contractors' Security,	—	4 17 6	
Purchase of " " "	—	200 0 0	
Fishery Loan Funds—Stamps,	—	11 1 9	
Temporary Receipts,	—	2,334 11 0	
			6,920 1 3
			51,426 3 8

Office of Public Works, Dublin, 21st May, 1894.

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of Public Works in the year ended 31st March, 1894.

SERVICES—*continued.*

EXPENDITURE—*continued.*	£ s. d.	£ s. d.	£ s. d.
Brought forward,	—	—	28,964 5 6
14. Southern Railway:—			
Repayment of Interest on Loan,	—	2,600 0 0	
Rent and General Charges,	—	1,294 15 3	
Dividends on Baronial Guaranteed Stock,	—	4,671 12 2	
			8,566 7 6
15. Letterkenny Railway:—			
Repayment of Interest on Loan,	—	1,650 0 0	
General Charges,	—	148 10 3	
			1,798 10 3
16. Sundry Accounts:—			
Curragh of Kildare,	—	81 15 0	
Loans Insurance,	—	767 15 6	
Income Tax,	—	688 11 4	
Land Commission (Church Property Department),	—	380 18 1	
Poundage transferred to appropriation in aid Office of Public Works,	—	41 3 2	
Royal Dublin Society—Electric Lighting,	—	250 0 0	
Contributions in aid of National Schools,	—	19 10 0	
City of Dublin Steam Packet Company, Sheds at Kingstown Harbour,	—	16 9 2	
Wicklow Harbour,	—	43 3 6	
Inishmurray Island, Landing Stage,	—	8 16 8	
Labourers' Dwellings Loans, Receiver's Accounts,	—	540 5 11	
Newry Custom House Stores,	—	65 1 0	
Cork and Muskerry Railway,	—	75 0 0	
Chief Secretary's Gardens,	—	493 2 2	
Contractors' Deposits, refunded,	—	142 3 0	
Island Bridge Waterworks,	—	9 1 2	
Board of Admiralty,	—	21 6 4	
Board of Trade,	—	505 6 1	
Drainage Works Closing Account,	—	0 7 11	
Dividends on Stock lodged as Contractors' Security,	—	6 6 0	
Purchase of " " "	—	200 0 0	
Fishery Loan Funds, Stamps,	—	8 18 5	
Temporary Receipts,	—	388 3 1	
			8,733 1 6
			46,062 4 8
Balance,	—	—	5,363 19 0
			51,426 3 8

O. H. Braddell, *Accountant.*

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(D 8.)—ARTERIAL DRAINAGE.—

These Works are executed by District Boards in

SCHEDULE.—ABSTRACT of FINAL AWARDS, and Repayments

Districts.	Counties.	Date when Award made final.	Area of Flooded or Injured Lands, which have been Drained or Improved. Statute Measure.	Cost per Acre of the Drainage, including Interest, &c.	Increase in the Annual Letting Value of these Lands, caused by Drainage.	Amount of Instalments payable half-yearly, to repay Cost, with Interest, after deducting Redemptions	[illegible]
			A. R. P.	£ s. d.	£ s. d.	£ s. d.	
Athboy River,	Meath,	4th April, 1869,	1,388 0 27	8 0 5	569 16 6	—	
Ballinacourty,	Limerick,	2nd Oct., 1875,	179 0 5	7 1 8	82 5 1	a— 26 6 5	13
Ballyadams,	Queen's,	9th Oct., 1883,	833 2 0	4 5 6	204 15 0	71 8 5	32
Ballycolliton,	Tipperary,	9th Oct., 1621,	287 1 19	4 14 6	93 7 8	40 10 11 / 6 15 0	29 / 15
Ballynacarrig,	King's and Queen's,	9th April, 1868,	2,502 1 23	2 7 5	516 14 0	a	a
Ballyteigue & Kilmore,	Wexford,	9th Oct., 1888,	3,932 3 22	3 9 10	1,335 4 9	343 16 9	60
Baltracey,	Kildare,	13th Mar., 1875,	1,955 2 30	4 0 5	668 4 3	a— 157 10 3	12
Barnakyle,	Limerick,	3rd April, 1883,	1,017 1 32	9 15 1	607 19 9	3 4 4 / 185 8 9 / 40 4 0	16 / 35 / 50
Boolinarrig,	King's,	27th Mar., 1875,	026 3 20	3 7 1	197 12 8	a— 66 13 3	19
Brickey River,	Waterford,	26th Sept., 1870,	829 1 20	5 4 3	297 2 1	a— a	a
Bride River,	Cork,	9th Oct., 1882,	1,269 3 4	6 15 8	531 3 2	154 4 5	69
Camoge,	Limerick,	25th Sept., 1876,	1,266 3 0	9 3 1	577 4 8	230 16 6	51
Clodiagh River,	Tipperary,	30th May, 1872,	1,857 1 4	4 3 7	398 6 7	a— 163 13 4	3
Cashen,	Kerry,	9th Oct., 1896,	4,784 2 19	2 2 0	583 14 4	251 6 9	34
Connell,	Kildare,	19th Jan., 1870,	747 2 0	3 6 5	171 12 2	a	4
Currygrane,	Longford,	9th Oct., 1882,	114 3 37	5 9 4	27 14 1	12 3 0	43
Derrinlough,	King's,	8th Oct., 1874,	622 0 30	3 6 5	143 15 4	a— 47 6 10	10
Doohyle,	Limerick,	9th Oct., 1871,	409 2 32	6 2 7	145 9 2	a— 52 7 4	3
Douglas River,	Carlow,	31st Mar., 1875,	3,088 2 0	4 7 3	922 18 0	a— 327 9 8	19
Elphin,	Roscommon,	26th Mar., 1872,	3,395 3 12	4 11 2	1,036 1 10	a— 358 0 7	3
Follistown,	Meath,	9th Oct., 1868,	201 3 32	5 2 1	59 9 8	7 11 7 / 26 11 3	10 / 34
Do.,	Do.,	9th Oct., 1891,	—	—	—	20 16 4	15
Frankford River,	King's,	27th Mar., 1875,	1,204 2 0	6 5 3	414 16 0	a— 146 7 8	19
Do.,	Do.	4th April, 1884,	—	—	—	16 9 7	36
Garristown and Delvin,	Meath and Dublin,	3rd April, 1889,	3,292 0 13	1 9 4	461 3 0	4 7 6 / 100 5 6	8 / 32
Glasheen,	Cork,	4th April, 1889,	133 1 0	10 9 4	111 15 3	25 2 8 / 31 15 16	11 / 35
	Brought forward,		35,955 2 21	—	10,058 5 0	2,924 6 5	

a These charges have expired.

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26 & 27 Vic., c. 88, &c.
accordance with the Provisions of the above Acts.
thereon, for the Year ended 31st March, 1894.

Total Amount Advanced, including interest to date of Award.	Portion of Total Advances charged to Counties for Public Works, or refunded by Drainage Board.	Amount charged on Lands.	Repayments (Principal and Interest). To 31st March, 1893.	For year ended 31st March, 1894.	Total to 31st March, 1894.	Districts.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
11,141 16 2	–	11,141 16 2	15,952 14 5	—	15,952 14 5	Athboy River.
1,268 3 10	–	1,266 3 10	1,424 13 7	54 11 9	1,470 10 1	Ballinacourty.
3,660 8 0	69 10 0	3,570 18 0	1,571 9 5	149 16 10	1,714 9 9	Ballyadams.
1,491 8 0	67 10 0 *66 0 0	1,357 18 0	263 18 9	106 1 1	369 19 7	Ballycolliton.
5,975 9 1	–	5,975 9 1	8,461 10 1	—	8,461 10 1	Ballynacarrig.
13,741 5 0	–	13,741 5 0	2,639 0 10	687 1 4	3,326 2 9	Ballyteigue and Kilmore.
8,211 1 9	350 15 9	7,860 6 0	9,475 3 9	396 14 9	9,503 17 11	Baltracey.
8,186 17 9 f2,350 0 0	*609 19 7 –	7,577 5 2 2,350 0 0	5,106 0 6 594 9 9	361 5 4 98 4 4	5,467 5 10 792 14 1	Barnakyle.
3,107 2 4	–	3,107 2 4	3,359 15 10	137 3 3	3,496 19 1	Boolinarrig.
4,923 12 0	–	4,329 12 0	5,933 16 5	126 2 9	6,059 16 7	Brickey River.
8,721 6 3	106 2 6	8,615 5 9	3,879 7 7	235 4 2	3,914 11 9	Bride River.
11,745 19 6	200 0 0	11,545 19 6	8,807 12 0	504 7 7	9,311 19 7	Camoge.
6,938 11 6	–	6,938 11 6	8,979 9 9	332 6 10	9,311 11 7	Clodiagh River.
10,054 16 0	–	10,054 16 0	1,013 5 9	477 16 0	1,491 1 3	Cashen.
2,489 13 0	–	9,482 13 0	3,527 6 10	5 14 5	3,533 1 3	Connell.
628 15 0	–	628 15 0	264 7 1	16 7 8	280 14 9	Currygrane.
2,105 19 9	40 0 0	2,065 19 9	2,271 5 5	80 12 0	2,351 17 5	Derrinlough.
2,513 6 0	–	2,513 6 0	9,094 17 2	16 15 0	2,111 12 9	Doohyle.
13,663 6 8	190 0 0	13,473 6 8	15,208 19 9	636 1 0	15,647 0 9	Douglas River.
15,940 17 0	458 0 0	15,482 17 0	19,913 17 10	782 11 7	20,696 9 5	Elphin.
1,031 12 0	–	1,031 19 0	320 18 11	72 6 0	393 4 11	Follistown.
403 13 0	45 0 0	359 13 0	117 13 10	41 12 8	159 6 6	Do.
6,746 8 4	80 0 0	6,666 3 4	7,326 9 6	434 7 7	7,760 14 1	Frankford River
875 17 4	–	875 17 4	545 6 9	42 0 0	587 9 0	Do.
4,948 15 0	225 0 0	4,723 15 0	3,725 11 2	208 6 6	3,933 19 8	Garristown and Delvin.
1,394 19 0	–	1,394 19 0	366 16 3	105 0 9	471 16 5	Glasheen
151,303 13 8 f2,350 0 0	2,527 10 3	151,199 3 5	133,045 15 2	6035 13 11	139,081 9 1	

* Refunded by Drainage Board, being portion of advances not expended.
f Issued out of the Church Fund.

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(D 8.)—ARTERIAL DRAINAGE.—

These Works are executed by District Boards in

SCHEDULE.—ABSTRACT of FINAL AWARDS, and Repayment

Districts.	Counties.	Date when Awards made final.	Area of Flooded or Injured Lands, which have been Drained or Improved. Statute Measure.	Cost per Acre of the Drainage, including Interest, &c.	Increase in the Annual Letting Value of these Lands, caused by Drainage.	Amount of Instalments payable half-yearly, to repay Cost, with Interest, after deducting Redemptions.	[illegible]
			A. R. P.	£ s. d.	£ s. d.	£ s. d.	
	Carried forward,	. . . .	85,655 2 21	—	10,058 5 0	2,924 6 5	
Greanagh, . . .	Limerick, . .	4th April, 1890, .	2 250 3 24	5 9 4	544 9 0	307 11 4	63
Gully, . . .	Queen's, . . .	4th Oct., 1873, .	1,064 0 10	4 4 11	242 18 9	a— 109 5 9	a 3
Gully Upper, . .	Queen's, . .	14th Mar., 1878,	508 1 18	4 18 7	129 12 2	39 5 4	30
Hogan's Pass, .	Tipperary, . .	9th Oct., 1886, .	855 1 99	5 13 0	288 13 10	121 1 3	38
Inny, Upper, .	Meath, Westmeath, Longford, & Cavan,	4th April, 1881,	11,675 2 7	7 8 3	2,780 2 4	1,656 13 7	63
Island Lakes and Glore River.	Mayo, . . .	2nd April, 1875,	1,457 0 32	6 16 6	443 5 6	166 15 10	47
Kildare, . . .	Kildare, . . .	29th Sept., 1877,	2,347 3 30	8 11 9	506 7 10	a— 69 1 11	a 16
Kilmastulla, . .	Tipperary, .	26th July, 1670,	1,681 1 18	6 10 7	582 12 2	—a a	a a
Laracor, . . .	Meath, . . .	3rd April, 1880,	879 1 22	7 0 7	204 12 10	123 12 8	63
Lerr River, . .	Kildare and Carlow, .	9th Oct., 1885, .	1,684 3 20	16 8 11	636 5 0	554 5 7	71
Lough Erne, .	Cavan, Donegal, Fermanagh, & Monaghan,	4th April, 1891,	16,327 0 36	11 16 11	4,716 11 0	3,557 13 6	82
Do. (Navigation),	Do., . . .	—	—	—	—	550 8 8	2
Lough Oughter, . .	Cavan, . . .	4th April, 1878,	3,077 1 30	5 1 11	849 16 9	291 13 9	34
Milford, . . .	Cork, . . .	8th Oct., 1887, .	1,016 0 10	8 14 9	469 0 7	203 12 1	4
Morning Star, Upper,	Limerick, . . .	4th April, 1888,	830 2 35	8 12 9	356 1 0	176 13 6	39
Mulkear River, . .	Limerick, . . .	20th Sept., 1877,	3,250 2 24	9 4 1	923 3 11	585 17 3	31
Nanny River, . .	Meath, . . .	4th April, 1888,	784 3 0	10 5 1	585 16 2	197 13 5	35
Do., Upper, .	Do., . . .	4th April, 1888,	168 1 20	6 7 9	72 11 2	26 1 10	33
Owenroe, . .	Do., . . .	4th April, 1888,	2,207 2 0	5 0 9	891 7 6	278 0 11	59
Parsonstown, . .	Tipperary and King's,	25th Sept., 1874,	2,719 0 1	4 4 9	650 19 5	208 10 3	46
Quinagh, . . .	Carlow, . . .	19th Jan., 1870, .	680 3 0	3 18 5	208 1 5	a	a
Rathangan River, .	Kildare, . . .	4th April, 1883,	8,864 2 3	8 19 5	3,044 19 10	1,250 13 3	71
Rathdowney, . .	Queen's, . . .	9th Oct., 1888, .	413 1 39	0 6 1	189 0 4	a	a
Silver River, . .	King's & Westmeath,	8th Oct., 1870, .	1,099 2 30	3 19 8	216 16 9	—a a	a a
Sixmilebridge, . .	Clare, . . .	4th April, 1871, .	2,595 0 4	7 18 2	1,229 14 11	—a 470 10 8	a 1
Stoneyford River, .	Kildare, . . .	9th Oct., 1884, .	3,364 0 0	8 18 3	1,550 15 10	564 18 2	76
Swanlinbar, . .	Cavan, . . .	23rd Mar., 1880,	965 2 19	7 6 0	133 15 8	48 8 8	26
Swilly Burn, . .	Donegal, . . .	9th Oct., 1886, .	1,404 2 19	6 2 1	485 5 8	115 8 10	56
[Continued on next page.]		Total, . .	108,427 0 21	—	32,966 15 10	14,598 7 10	—

a These charges have expired.

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26 & 27 Vic., c. 88, &c.
accordance with the Provisions of the above Acts.
thereon, for the Year ended 31st March, 1894.

Total Amount Advanced, including interest to date of Award	Portion of Total Advances charged to Counties for Public Works, or refunded by Drainage Board.	Amount charged on Lands.	Repayments (Principal and Interest). To 31st March, 1893.	For year ended 31st March, 1894.	Total to 31st March 1894.	Districts.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
151,303 13 6 f2,350 0 0	2,627 10 3	151,120 3 0	133,045 15 2	6,035 16 11	139,081 9 1	
13,391 7 0	513 0 0 *575 12 6	12,302 14 6	2,439 11 10	579 18 3	6,019 10 1	Greanagh.
4,517 11 6	–	4,617 11 8	5,404 5 10	190 1 9	5,594 7 7	Gully.
2,447 15 2	70 0 0	2,377 15 2	2,161 8 3	66 8 8	2,247 16 9	Gully, Upper
5,359 12 0	214 4 0 *300 0 0	4,849 8 0	1,959 12 9	239 4 0	2,198 16 9	Hogan's Pass.
92,496 6 0	2,192 13 6 *3,750 0 0	86,003 19 0	54,269 11 8	9,371 14 5	57,640 5 6	Inny, Upper.
8,704 16 7	215 0 0 *150 0 0	8,999 13 7	7,146 16 1	360 17 6	7,510 10 9	Island Lakes and Glore River.
8,657 4 6	260 0 0	8,397 4 6	10,064 6 1	134 0 8	10,198 8 9	Kildare.
10,980 7 8	–	10,980 7 8	15,090 12 9	270 1 7	15,365 14 4	Kilmastulla
6,217 19 10	30 16 4	6,181 17 6	3,844 16 8	269 6 1	3,913 19 9	Laracor.
27,919 2 0	902 0 0	27,714 2 0	8,626 9 5	1,116 13 1	9,742 19 6	Lerr River.
161,567 16 0	–	181,057 16 0	14,206 19 9	10,728 0 11	24,935 0 8	Lough Erne
17,197 14 0	17,197 14 0	Nil.	6,603 17 0	1,100 16 10	7,704 9 10	Do., Navigation
16,188 4 0	–	16,188 4 0	12,242 6 9	567 8 3	12,809 17 0	Lough Oughter.
8,671 14 0	–	8,671 14 6	1,969 14 10	387 1 4	2,656 16 2	Milford.
7,425 0 0	250 0 0	7,176 0 0	1,866 8 1	355 0 4	2,221 8 5	Morning Star, Upper.
30,779 0 0	864 1 0	29,914 19 0	22,251 16 0	1,097 0 10	23,348 17 4	Mulkear River.
8,663 0 7	544 0 0 *70 19 7	8,048 6 0	2,428 14 11	519 19 9	2,949 14 8	Nanny River.
1,043 12 0	–	1,043 12 0	225 2 0	56 6 11	281 11 11	Do. Upper.
11,468 12 6	346 16 6	11,121 16 0	2,628 15 3	548 4 6	3,376 19 9	Owenroe.
11,999 17 1	150 0 0	11,549 17 1	10,360 14 9	418 8 7	10,779 3 3	Parsonstown.
2,700 18 8	*200 0 0	2,000 16 8	6,782 11 1	–	3,789 11 1	Quinagh.
77,607 6 9	1,185 0 0	76,422 6 9	41,300 18 9	2,321 3 11	43,622 2 8	Rathangan River
2,648 6 9	–	2,648 6 3	3,764 8 7	–	3,764 8 7	Rathdowney.
3,971 2 9	–	3,971 2 9	5,598 17 11	91 3 6	6,690 1 5	Silver River.
20,328 13 11	494 1 8	19,904 12 3	96,583 8 4	966 13 7	27,550 1 11	Sixmilebridge
32,230 0 0	1,645 11 10 *600 0 0	29,984 8 2	13,495 4 0	1,875 8 5	16,370 12 0	Stoneyford River.
2,082 5 6	143 0 0	1,969 5 6	1,603 16 0	116 18 1	1,776 19 6	Swanlinbar
9,230 13 5	637 18 9 *14 0 8	8,578 14 0	6,998 13 4	231 16 4	6,530 8 6	Swilly Burn.
777,683 8 4 f2,350 0 0	35,278 19 7	744,754 8 9	421,346 19 9	34,016 8 0	455,362 7 3	

* Refunded by Drainage Board, being portion of advances not expended.
f Issued out of the Church Fund.

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(D 8.)—ARTERIAL DRAINAGE.—

These Works are executed by District Boards in

ARTERIAL DRAINAGE WORKS in progress

Districts.	Counties.	Date when Awards made final.	Area of Flooded or Injured Lands, which have been Drained or Improved, Statute Measure.	Cost per Acre of the Drainage, including Interest, &c.	Increase in the Annual Letting Value of these Lands, caused by Drainage.	Amount of Instalments payable half yearly, to repay Cost, with Interest, after deducting Redemptions.	Number of half yearly instalments.
			A. R. P.	£ s. d	£ s. d.	£ s. d.	
	From preceding page,	–	108,427 0 21	–	32,986 16 10	14,598 7 10	–
Torrent River,	Tyrone,	3rd April, 1875,	453 1 16	11 7 1	336 18 10	0— 104 2 5	0 12
Tory Hill,	Limerick,	3rd April, 1878,	981 3 2	6 4 6	434 13 4	0— 140 2 0	0 20
Tramore,	Cork,	9th Sept., 1890,	320 0 17	8 2 9	243 18 4	52 14 3 20 17 10	37 14
Ward River,	Dublin and Meath,	4th April, 1883,	886 0 18	7 10 1	314 7 3	132 19 8	71
Killard,	Cork,	–	–	–	–	–	–
River Suck,	Galway and Roscommon.	–	–	–	–	–	–
Do. (Catchment Area),	Do.,	–	–	–	–	–	–
	Total charge against districts,		111,068 1 34	Average 6 17 8	34,316 13 7	15,049 4 5	

Office of Public Works, Dublin, 21st May, 1894.

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26 & 27 Vic., c. 88, &c.

accordance with the Provisions of the above Acts.

showing the Issues made to 31st March, 1894.

Total Amount advanced, including Interest, to Date of Award.	Portion of Total Advances charged to Counties for Public Works, or refunded by Drainage Board.	Amount charged on Lands.	Repayments (Principal and Interest). To 31st March, 1893.	For year ended 31st March, 1894.	Total. To 31st March, 1894.	Districts.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
777,683 8 4 ƒ2,350 0 0	35,278 19 7	744,754 8 9	421,346 19 3	34,015 8 0	455,362 7 3	
5,332 1 8	187 10 0	5,144 11 6	5,707 1 2	176 11 10	5,883 13 0	Torrent River.
6,110 13 8	–	6,110 13 8	4,896 7 7	262 14 5	5,159 2 0	Tory Hill.
2,033 15 0	70 0 0	1,963 15 0	421 8 11	127 0 4	548 9 3	Tramore.
6,845 17 9	196 19 0	6,648 18 9	3,083 12 9	269 0 2	3,352 12 11	Ward River.
1,550 0 0	–	†1,550 0 0	–	–	–	Killard.
98,200 0 0 ƒ3,786 1 0	1,744 1 9	†100,241 19 3	1,558 16 3	311 7 3	1,868 3 6	River Suck.
12,500 0 0	12,500 0 0	–	554 15 8	532 6 11	1,087 4 7	Do.
910,255 16 3 ƒ6,136 1 0		764,622 7 8 †101,791 19 3				
916,391 17 3	49,977 10 4	866,414 6 11	437,567 1 7	35,694 10 11	473,261 12 6	

ƒ Issued out of the Church Fund. † Not yet under charge.

O. H. Bradbell, *Accountant.*

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APPENDIX E.

STATEMENT showing the PURPOSES for which ADVANCES of PUBLIC MONEY are made by the COMMISSIONERS of PUBLIC WORKS in IRELAND, with the RATES of INTEREST and PERIODS of REPAYMENT.

Purpose of Loan.	Authorising Acts.	Rate of Interest per Cent.	Maximum Period of Repayment.
	LOCAL LOANS FUND.		
1. County roads, bridges, and court-houses.	1 & 2 Wm. 4, c. 33, s. 23, amended by 32 & 33 Vict., c. 74, s. 1.	5	20 years.
2. Court-houses erected by the Board,	6 & 7 Wm. 4, c. 116, s. 70.	4	1 year from completion of works.
3. Bridges between counties, . .	1 & 2 Wm. 4, c. 33, amended by 4 & 5 Wm. 4, c. 61, 2 & 3 Vict., c. 50, and 30 & 31 Vict., c. 50.	5	22 years.
4. (a) Public works generally, including commercial harbours, docks, canals, and bridges other than county bridges.	1 & 2 Wm., 4, c. 33, with local or special Acts.	Not less than . 4	25 years.
(b) Loans to Pier Authorities created by Shannon Act, 1885,	Shannon Act, 1885, .	3½	50 „
5. Public Buildings—			
(a) Reformatories, . . .	44 & 43 Vict., c. 29, .	3½ 3¾ 4	20 years. 30 „ 35 „
(b) Public Libraries, . . .	40 & 41 Vict., c. 15 & c. 54.	5	25 „
(c) Industrial Schools, . . .	48 Vict., c. 19, . .	3¼	35 „
6. Railways and Tramways, . .	1 & 2 Wm. 4, c. 33, and Tramways Act, 1883.	4	23 years.
7. Fishery piers and harbours, construction of.	9 Vict. c. 3, and 29 and 30 Vict., c. 45.	5	25 years.
8. Reclamation of waste lands (*see also* Land Law Act, 1881).	1 & 2 Wm. 4, c. 33.	5	3 years from completion of works.
9. Housing of the working classes, .	53 & 54 Vict., c. 70, .	3½ 3¾ 3¾ *3½	20 years. 30 „ 40 „ 50 „
10. Glebe houses, erection of, and purchase of land, &c.	33 & 34 Vict., c. 112. 34 & 35 Vict., c. 100, and Expiring Laws Continuance Acts.	3½	35 years.
11. Sanitary improvements, . . (a.) Water supply, sewerage, &c.,	Public Health Acts, . 37 & 38 Vict., c. 9, s. 43, and 41 & 42 Vict., c. 52.	3½ 3¾ 4	35 years. 40 „ 50 „
(b.) Burial grounds, . .	41 & 42 Vict., c. 52, .	4	50 „
12. (a.) Maintenance of drainage works,	29 & 30 Vict., c. 49, .	5	Various periods, not usually exceeding 12 years.
(b.) Loans to Trustees of Districts carried out under the Act 5 & 6 Vict., c. 89.	43 & 44 Vict., c. 14, s. 13.	3½	12 years.

* Only local authorities are allowed the term of 50 years.

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Purpose of Loan.	Authorising Acts.	Rate of Interest per Cent.	Maximum Period of Repayment.
13. Arterial drainage works, . .	26 & 27 Vict., c. 88, 28 & 29 Vict., c. 52, 37 & 38 Vict., c. 32, 43 & 44 Vict., c. 27.	4 during progress of works, subsequently 3½.	33 years.
14. Repairs of post roads and bridges,	6 & 7 Wm. 4, c. 116, .	4	2 years.
15. Land improvement preliminary expenses.	10 Vict., c. 32, s. 15, .	—	—
16. Repairs of fishery piers, . .	16 & 17 Vict., c. 136, sec. 11.	4	1 year from completion of works.
17. Maintenance of navigation works,	19 & 20 Vict., c. 62, .	4	Ditto.
18. Lunatic asylums buildings, erection of.	1 & 2 George 4, c. 33., 8 & 9 Vict., c. 107, 18 & 19 Vict., c. 109, 40 & 41 Vict., c 27, and 36 & 37 Vict., c. 65.	3½ 3¾	(a) 33 years. 50 years.
Furniture, &c., ...	—	3½	20 years.
19. Emigration, ...	45 & 46 Vict., c. 47, .	3½ 3¾	20 years. 30 „
20. Labourers' cottages, erection of, —by boards of guardians.	46 & 47 Vict., c. 60., 48 & 49 Vict., c. 77.	3¼ 3½ 3¾	35 years. 40 „ 50 „
21. Land improvement :— Loans to landlords— (a.) For sub-soiling, trenching, irrigation, embanking, fencing, and reclamation of waste lands.	10 Vict., c. 32, . .	(about) 3½	22 years.
(b.) For farm buildings, houses, and offices, scutch mills, labourers' dwellings, and planting.	10 Vict., c. 32, . . 29 & 30 Vict., c. 40, .	(about) 3½ 3½	22 „ 35 „
(c.) For labourers' cottages erected by order of Land Commission.	10 Vict., c. 32, s. 7, and Land Law Act, 1881, s. 19.	(about) 3½	22 „
22. National school teachers' residences, erection of.	38 & 39 Vict., c. 82, .	3½	35 years.
23. Dispensary houses, erection of, .	42 & 43 Vict., c. 25, .	3½	35 years.
24. Non-vested schools and training colleges, erection of.	47 & 48 Vict., c. 22, .	3½	35 years.
25. Land Law Act, 1881, . . . (a.) Loans to tenants for improvement of their holdings.	44 & 45 Vict., c. 49, s. 31.	(about) 3½	22 years.
(b.) Loans to Companies for reclamation of waste lands, &c.		3½ 3¾ 4 4¼	20 „ 30 „ 40 „ 30 „
Irish Church Fund.			
For erection of fishery piers and harbours.	46 & 47 Vict., c. 26, .	3½	25 years.
Sea and Coast Fisheries Fund.			
To enable fishermen to purchase and, repair boats, to supply fishing gear, &c.	47 & 48 Vict., c. 21, . 54 & 55 Vict., c. 48.	2½	10 years.

[a] Only 20 years are allowed for loans, for works not of a permanent character, for furniture, fittings, &c.

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APPENDIX

TRAMWAYS AND PUBLIC COMPANIES (IRELAND)
THE LIGHT RAILWAYS (IRELAND)

Line.	County.	Length in Miles.	Order in Council. Date.	Order in Council. Guaranteed Capital authorised.	Order in Council. Rate of Interest per Cent.	Area charged. Designation.	Area charged. Valuation.	Proportion of authorised guaranteed capital charged thereon.	Guaranteed Capital paid up.	Maximum Annual Contribution for which Treasury is liable on No. 10.	Net total charge for last two years on the guaranteeing area after giving credit for the Treasury contribution.
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
				£			£		£	£	£
1. Clogher Valley,	Tyrone,	37	26th May, 1884,	132,000	5	Baronies of Lower Dungannon and Clogher, except Parish of Donacavvy, Electoral Division of Foremass, and Townland of Mount Stewart.	74,994	$\frac{3}{8}$	126,770	2,536	1,725
	Fermanagh,					Parts of Baronies of Magherastephana and Tyrkennedy.	23,823	$\frac{1}{6}$			
2. Cavan, Leitrim, and Roscommon.	Cavan,	45	28th July, 1886,	202,000	5	Parts of Baronies of Lower Loughtee, Tullyhunco, and Tullyhaw.	31,435	$\frac{48}{202}$	200,000	4,000	1,147
	Leitrim,					Parts of Baronies of Carrigallen, Leitrim, and Mohill	63,445	$\frac{154}{202}$			5,167
3. West Clare,	Clare,	27	26th May, 1884,	163,500	4	County at large,	316,739	$\frac{7}{17}$	163,500	3,270	2,029
						Baronies of Corcomroe, Ibrican, Inchiquin, and Islands.	107,639	$\frac{10}{17}$			
4. Carrickfergus Harbour Junction.	Antrim	1	6th Feb., 1885,	6,500	5	County of the Town of Carrickfergus.	25,905	Full amount.	6,500	–	–
5. Mitchelstown and Fermoy	Cork,	21¾	25th Feb., 1885,	60,000	5	Baronies of Condons and Clongibbons, part of Fermoy and Township of Fermoy.	78,741	Full amount.	60,000	1,200	1,473
6. Schull & Skibbereen (West Carbery).	Cork,	14½	26th March, 1885,	57,000	5	E. & W. D. West Carbery.	62,414	$\frac{3}{7}$ and $\frac{4}{7}$	57,000	1,140	3,148
7. West Donegal,	Donegal,	4	13th Jan., 1886,	19,000	5	Baronies of Banagh and Tyrhugh.	36,197	Full amount.	16,500	330	271
8. Cork, Coachford, and Blarney (Cork and Muskerry).	Cork,	18	26th March, 1886,	75,000	5	Parts of Baronies of Barretts, Cork, and East Muskerry.	53,126	Full amount.	75,000	1,500	751

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F.

Act, 1883, 46 & 47 Vic., cap. 43 (1883), and
Act, 52 & 53 Vic., cap. 66 (1889).

Years.	First Half of Year.					Second Half of Year					Annual Results.				
	Receipts.	Expenditure.	Balances.		Treasury Contribution paid.	Receipts.	Expenditure.	Balances.		Treasury Contribution paid.	Receipts.	Expenditure.	Balances.		Treasury Contribution paid.
			Credit.	Debit.				Credit.	Debit.				Credit.	Debit.	
13.	14.	15.	16.	17.	18.	19.	20	21.	22.	23.	24.	25.	26.	27.	28.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1887	—	—	—	—	—	2,207	2,173	29	—	856	2,207	2,173	29	—	856
1888	2,165	2,401	—	246	1,183	3,101	3,062	39	—	1,242	5,256	5,463	—	207	2,426
1889	2,940	3,485	—	545	1,268	6,403	3,396	6	—	1,268	6,343	6,881	—	539	2,536
1890	2,788	3,479	—	691	1,268	3,401	3,490	—	89	1,268	6,189	6,969	—	780	2,536
1891	2,930	3,216	—	286	1,268	3,500	3,258	242	—	1,268	6,430	6,474	—	44	2,536
1892	2,943	3,043	—	100	1,268	3,529	3,201	328	—	1,268	6,472	6,244	228	—	2,536
1893	2,903	6,153	—	249	1,268	—	—	—	—	—	—	—	—	—	—
1887	—	—	—	—	—	—	—	—	—	13	—	—	—	—	13
1888	1,976	2,160	—	184	1462	2,998	2,755	237	—	1,750	4,968	4,915	53	—	3,212
1889	3,104	3,735	—	631	1,919	3,663	3,813	—	150	1,965	6,767	7,548	—	781	3,884
1890	3,644	4,158	—	514	1,989	4,215	4,279	—	61	1,991	7,859	8,434	—	575	3,980
1891	3,976	4,017	—	41	1,995	3,809	4,197	—	388	1,995	7,785	8,214	—	429	3,990
1892	3,641	4,130	—	490	1,995	3,974	4,177	—	203	2,000	7,615	8,307	—	693	3,995
1893	4,072	4,129	—	57	2,000	—	—	—	—	—	—	—	—	—	—
1887	—	—	—	—	—	3,603	1,652	1,951	—	593	3,603	1,652	1,951	—	593
1888	2,382	2,597	—	215	1,635	4,823	3,209	1,594	—	885	7,205	5,806	1,399	—	2,520
1889	2,547	2,732	—	185	1,635	5,300	3,205	2,095	—	735	7,847	5,937	1,910	—	2,370
1890	2,827	3,012	—	185	1,635	5,671	3,511	2,160	—	735	8,498	6,523	1,975	—	2,370
1891	3,519	3,822	—	303	1,635	5,553	3,994	1,559	—	1,000	9,072	7,816	1,256	—	2,635
1892	3,147	3,470	—	323	1,635	5,264	4,462	802	—	1,288	8,411	7,932	479	—	2,923
1893	4,070	4,029	41	—	1,614	—	—	—	—	—	—	—	—	—	—
	Not authorized by Board of Trade for passenger traffic.														
89	441	304	137	—	92	1,697	1,586	111	—	600	2,137	1,890	248	—	692
1892	1,527	1,525	2	—	600	1,828	1,561	267	—	600	3,355	3,086	269	—	1,200
1893	1,020	1,000	20	—	600	—	—	—	—	—	—	—	—	—	—
1886	—	—	—	—	—	454	1,146	—	692	362	454	1,146	—	692	362
1887	313	919	—	606	300	Nil.	443	—	443	Nil.	313	3,362	—	1,049	300
1888	726	1,176	—	440	570	877	1,154	—	277	570	1,613	2,430	—	717	1,140
1889	994	1,483	—	489	570	995	1,521	—	526	570	1,989	3,004	—	1,015	1,140
1890	865	1,370	—	494	570	1,224	1,779	—	555	570	2,109	3,153	—	1,049	1,140
1891	955	1,561	—	605	570	1,147	6,024	—	877	570	2,102	3,585	—	1,482	1,140
1892	952	1,828	—	876	570	1,067	1,370	—	273	570	2,019	3,198	—	1,149	1,140
1893	929	2,094	—	1,165	570	—	—	—	—	—	—	—	—	—	—
1886	—	—	—	—	—	50	9	45	—	17	50	9	45	—	17
1890	200	48	152	—	110	200	98	102	—	156	400	146	254	—	271
1891	200	93	107	—	153	200	81	119	—	147	400	174	226	—	300
1892	200	62	138	—	137	200	52	147	—	132	400	114	286	—	269
1893	200	50	150	—	131	—	—	—	—	—	—	—	—	—	—
1888	2,656	1,956	700	—	305	3,560	2,770	780	—	424	6,206	4,726	1,480	—	729
1889	3,387	2,685	702	—	465	4,071	3,225	846	—	555	7,458	5,910	1,548	—	1,020
1890	3,897	3,076	821	—	527	4,394	3,510	884	—	496	8,291	6,587	1,705	—	1,023
1891	4,250	3,205	1,054	—	411	4,392	3,185	1,207	—	390	8,651	6,390	2,261	—	801
1892	4,152	3,310	842	—	511	4,533	2,140	1,393	—	241	8,695	5,450	3,245	—	752
1893	4,333	3,483	856	—	510	—	—	—	—	—	—	—	—	—	—

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APPENDIX

TRAMWAYS AND PUBLIC COMPANIES (IRELAND)
THE LIGHT RAILWAYS (IRELAND)

Line.	County.	Length in Miles.	Order in Council.			Area charged.		Proportion of authorised guaranteed capital charged thereon.	Guaranteed Capital paid up.	Maximum Annual Contributions for which Treasury is liable on No. 10.	Net sum charge for any two years on the guaranteeing area after giving credit for the Treasury contribution.
			Date.	Guaranteed Capital authorised.	Rate of Interest per Cent.	Designation.	Valuation.				
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
				£			£		£	£	£
9. Dublin & Blessington.	Dublin, .	15½	23rd July, 1887, .	40,000	5	Parts of Baronies of Rathdown, Upper-cross, and Newcastle.	78,038	½	40,000	800	[illegible]
	Wicklow,					Part of Lower Talbotstown.	14,738	½			
10. Ballinasloe and Tuamleagues, and Tuamleagues and Castlemacsherry. (Amalgamated in 1891.)	Cork, . .	9	1st Feb., 1888. . 29th March, 1890. .	35,000	5	Barony of Ibane and Barryroe, and part of E. D. E. Carbery.	43,826	Full amount.	35,000	700	1,[illegible]
11. Loughrea and Attymon.	Galway, .	9	28th July, 1889, .	54,445	5	Parts of Baronies of Leitrim, Dunkellin, Athenry, Kilconnell, Loughrea, Longford, and Tiaquin.	61,600	Full amount.	54,445	1,089	[illegible]
12. Tralee and Dingle, .	Kerry, . .	37½	21st Dec., 1889, .	120,000	4	Baronies of Corkaguiny.	25,268	30/120	120,000	2,400	4,[illegible]
						Clanmaurice, . .	40,640	18/120			
						Trughenackmy, .	39,902	30/120			
						Tralee Urban Sanitary District.	12,656	3/120			
13. Ballinrobe and Claremorris.	Mayo, . .	12	19th May, 1890, .	71,364	5	Barony of Kilmaine, and part of Carra.	55,197	Full amount.	71,640	1,433	
14. South Clare, . .	Clare, . .	60	19th May, 1890, .	120,000	4	County at large, .	316,267	30/120	108,000	2,160	
						Baronies of Ibricken, .	19,979	5/120			
						Moyarta, . . .	51,740	10/120			
						Part of Clonderlaw,	22,736	55/120			
15. Tuam and Claremorris.	Galway and Mayo.	17	29th Nov., 1890, .	98,000	4	County of Mayo, .	311,447	Full amount.	—	—	
16. Donoughmore Extension.	Cork, . .	8½	6th August, 1891, .	30,000	4	Parts of East Muskerry, Barretts, and Duhallow.	16,227	5/13	26,186	523	
						Parts of East Muskerry and Barretts.	41,160	8/13			

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F.—*continued.*

ACT, 1883, 46 & 47 VIC., CAP. 43 (1883), AND
ACT, 52 & 53 VIC., CAP. 66 (1889).

Years.	First Half of Year.					Second Half of Year.					Annual Results.				
	Receipts.	Expenditure.	Balances. Credit	Balances. Debit.	Treasury Contribution paid.	Receipts.	Expenditure.	Balances. Credit.	Balances. Debit.	Treasury Contribution paid.	Receipts.	Expenditure.	Balances. Credit	Balances. Debit.	Treasury Contribution paid.
13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1888	—	—	—	—	—	1,770	1,660	110	—	328	1,776	1,660	110	—	628
1889	2,117	2,168	—	51	400	2,553	2,216	334	—	400	4,676	4,386	283	—	800
1890	2,208	2,612	100	—	400	2,914	2,380	534	—	233	5,122	4,392	730	—	635
1891	2,201	2,127	74	—	400	2,675	2,375	300	—	375	4,876	4,502	374	—	775
1892	2,208	2,104	104	—	400	2,905	2,277	628	—	100	5,203	4,471	732	—	686
1890	—	—	—	—	—	6	03	—	10	14	6	03	—	10	14
1891	460	1,617	—	1,131	276	564	1,100	—	615	350	1,040	2,766	—	1,746	626
1892	427	1,218	—	791	800	682	1,201	—	579	350	1,109	2,479	—	1,370	700
1893	645	1,449	—	804	350	—	—	—	—	—	—	—	—	—	—
1891	406	36	370	—	352	535	69	466	—	410	941	105	836	—	768
1892	472	111	361	—	497	579	73	506	—	428	1,051	184	867	—	925
1893	510	100	410	—	475	—	—	—	—	—	—	—	—	—	—
1891	1,949	2,160	—	191	605	2,222	2,914	—	695	1,006	4,171	5,054	—	685	1,611
1892	2,243	3,542	—	1,299	1,200	2,479	3,787	—	1,308	1,200	4,722	7,329	—	2,607	2,400
1893	2,374	4,725	—	2,351	1,200	—	—	—	—	—	—	—	—	—	—
1893	695	117	378	—	708	—	—	—	—	—	—	—	—	—	—
1893	1,068	1,807	—	744	763	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1893	167	141	36	—	81	—	—	—	—	—	—	—	—	—	—

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APPENDIX G

PARTICULARS OF TRADE, FISHERIES, &c., AT THE ROYAL HARBOURS OF KINGSTOWN, HOWTH, ARDGLASS, DUNMORE, AND DONAGHADEE.

RETURN of the Number of Vessels and Amount of Tonnage that have anchored in Kingstown Harbour during the Year April, 1893, to March, 1894.

Date.	HOME TRADE.												FOREIGN TRADE.				Men of War and Troop Ships.	
	SAILING VESSELS.						STEAM VESSELS.				Belonging to Fort, Yachts, Pilots, &c.		Sailing Vessels.		Steam Vessels.			
	Trading Vessels.		Yachts.		Belonging to Fort, Trawlers and Fishing Vessels.				Yachts.									
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
April,	24	2,000	3	25	60	60	9	1,000	8	1,000	15	60	—	—	—	—	2	2,000
May,	45	1,000	24	600	—	—	8	1,000	2	725	—	—	—	—	—		1	600
June,	26	1,000	14	600	—	—	14	1,000	21	2,000	—	—	—	—		—	3	5,000
July,	26	2,000	45	2,000	—	—	20	2,000	60	2,000	—	—	—	—	—	—	3	10,000
August,	30	2,000	14	2,000	—	—	27	1,000	8	2,000	—	—	1	251	1	2,000	2	1,000
September,	20	2,000	3	200	—	—	10	2,000	20	2,000	—	—	—	—		—	2	2,000
October,	26	2,000	3	25	—	—	11	2,000	5	2,000	—	—	3	1,000	1	400	2	2,000
November,	60	4,000	1	20	—	—	20	2,000	8	400	—	—	1	1,000	—	—	1	2,000
December,	41	2,000	1	60	—	—	26	2,000	3	600	—	—	3	1,000	—	—	—	—
January,	30	1,000	1	600	—	—	26	1,000	—	—	—	—	3	1,000	1	400	—	—
February,	60	1,000	—	—	—	—	26	1,000	—	—	—	—	—	—	3	1,000	—	—
March,	26	1,000	—	—	—	—	2	1,000	2	400	—	—	3	2,014	3	1,000	—	—

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Kingstown Harbour.

Summary of Rainfall and Tidal Observations.

Month.	Rain.				Tide.					
	Fall in inches during month	Maximum in Twenty-four Hours.		Number of days on which rain fell.	Maximum at High Water			Minimum at Low Water		
		Date.	Fall in inches.		Date.	Height.	Wind.	Date.	Height.	Wind.
1893.						Ft. In.			Ft. In.	
April,	1·16	18	0·52	4	18	12 9	S.	17	−0 3	S.W.
May,	1·54	21	0·68	10	18	18 4	S.E.	15	−0 3	S.E.
June,	1·71	27	0·57	12	14	12 3	S.E.	17	zero.	S.E.
July,	0·88	14	0·23	11	14	11 7	N.E.	15	zero.	N.W.
August,	2·27	21	0·31	14	11	11 6	S.E.	15	zero.	S.W.
September,	0·40	7	0·16	8	28	12 6	W.	28	+0 4	S.W.
October,	0·70	15	0·23	10	28	12 6	W.	28	+0 6	S.W.
November,	1·18	17	0·43	11	25	12 0	N.W.	23	+0 1	N.W.
December,	2·28	19	0·45	16	13	12 3	N.W.	28	+1 3	S.W.
1894.										
January,	2·65	9	0·41	19	10	12 6	S.W.	26	+0 10	N.W.
February,	1·30	11	0·33	16	9	12 6	W.N.W.	20	−0 7	S.
March,	1·27	3	0·29	21	9	12 10	W.	21	−0 4	S.E.
Total,	17·32									

During the past year there were 9,307 hampers of fish landed as against 10,493 for 1893, and 10,986 for 1892.

This decrease may be accounted for by the fact that a less number of trawlers were engaged in fishing. In former years the average number of boats was 60, but this year the average did not exceed 50.

There were a good number of calms during the year, and there were frequent gales during the first three months of the year, but the take per boat has not apparently fallen off.

The number of herrings caught was limited. When the boats were expecting the arrival of the fish, a gale of wind came on which lasted two or three days, and which no doubt had the effect of dispersing the shoals.

The local boats engaged in mackerel fishing were not successful although the fish were more close to the shore and the harbour than in former years.

The long line fishing was more successful this season than it has been for a long time.

Howth Harbour.

There is still a falling off in the herring fishery. Returns for 1893–4 show as follows:—

Number of Boats using Harbour:—

Irish,	31
Scotch,	38
Manx,	1
Total,	70

Number of Boats Herring Fishing:—

Irish,	8
Scotch,	17
Manx,	1
Total,	26

Number of mease of herrings sold, 185, at average price of £1 5*s.* 6*d.* per mease. Total sum realised £235 18*s.* 11*d.*

There was also a large decrease in the imports of the harbour, as there was only 2,436 tons of coal. The decrease was caused by the strike in the coal mines.

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Ardglass.

Herring Fishing.

Herring fishing commenced at this Station on 17th May, and continued up to 22nd September, and was a little better than the previous year—the total capture for the season being about 8,785 mease, or 3,525 mease over the previous year. The demand was pretty good all through the season, and the prices ranged from 35*s.* 6*d.* down to 7*s.* per mease, the average price being about 14*s.* During the latter end of the season mackerel were taken with the herrings in larger numbers than usual; in a very short time 41,000 were captured, but the price obtained was very small, ranging from 1*s.* to 4*s.* per hundred. After the herring fishing had ceased a few of the boats (about sixteen), belonging to the adjoining small ports of this neighbourhood, commenced trawling, and continued at this fishing all through the winter when the weather (which was most unfavourable) would permit, and the fishermen made pretty good wages; but there could be no check to calculate from, as they did not always come to this port to send off their fish to market, but the portion sent from here was equal to about 148 tons, the estimated value being £1,706,—the price of this class of mixed fish being from 8*s.* to 19*s.* per box, each box to contain 1 cwt. of fish; if good mixed flat fish, the same sized box might draw £4 or more, so that it is impossible to get at the average value.

The number of boats fishing from here during the last herring season equal 36 Scotch, 42 Manx, and 97 Irish—in all equal to a total of 175 boats; but only 98 of this number fished regularly from this port, and about 77 called from one to eight times to dispose of their fish; however the fleet was larger by 33 boats than last year.

Shipping Trade to and from Ardglass Harbour during the year ending 31st March, 1894.

—	Registered Tonnage.	Cargo Tonnage.	Description of Cargo.	Observations.
10 Sailing Vessels, . .	696	1,125	Coal, . . .	Arrived in Port and Discharged.
7 Steamers, . .	852	11	Straw, . . .	Arrived in Port and Shipped.
4 Sailing . .		1,275	Potatoes, . . .	do.
		27	Hay, . . .	do.
		10	Oats, . . .	do.
21	1,548	2,448		

In addition to above, 15 tug boats called for shelter or for orders during the year. Ten sailing vessels and 3 steamers called for shelter during the year.

There was a considerable falling off in the trade of this port during the past year; there were 12 cargo vessels less than the previous year into port, with 660 tons less coal delivered, and 642 tons less potatoes shipped, and 204 tons less timber, lime, and stone delivered—in all equal to 1,506 cargo tons of a falling off in trade. The stormy winter, in addition to the great coal strike in England, should fully account for such a falling off.

Dunmore Harbour.—County Waterford.

Harbour Master's Report on the Fishing Industry.

The herring fishery in common with other fishings has suffered during the past year; both in summer and winter seasons fish were very scarce. The amount of herring sold was only 591 mease, average price realized was 13*s.* per mease, against 10,390 mease at 10*s.* 7*d.* per mease last year.

The beam trawlers had a very poor season, and for the past four months did very little on account of the stormy weather.

The otter trawl boats, principally Dungarvan hookers, fishing within the headlands of Waterford Harbour during the spring and summer months, did fairly well; they had some large takes of prime plaice for which they received a ready market and a good price.

The shell fishers did very well. The commencement of the season lobsters were scarce and sold as high as 16*s.*, and crabs 3*s.* 6*d.* per dozen. Later on they were more plentiful, and at the close of the season were sold as low as 8*s.* and 2*s.* per dozen respectively.

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Donaghadee Harbour.

The boats engaged in the salmon fishing on the lower waters of the Suir and Barrow had a very bad season; the fishermen attribute the failure to the dry season.

Number of boats employed at the different fishing industries:—Irish, 76; Scotch, 13; Manx, 2; English, 8—Total, 99. Men and boys employed, 652.

The number of cargo vessels were 15 in number, tonnage 701, men employed 77.

Imports:—

Coal, 1,100 tons.
Salt, 31 tons.

Exports:—

Salt, 79 tons.

Shipping of all kinds to and from Donaghadee Harbour during the year ending 31st March, 1894.

—	Registered Tonnage.	Discharged Cargo.	Description of Cargo.	Observations.
		Tons.		
99 Colliers, 86 Sailing, and 13 Steam, . .	8,803	16,169	Coal, . .	Arrived in Port and Discharged.
1 Sailing Vessel, .	34	56	Granite, . .	do.
1 do., . .	53	80	Bone manure, .	do.
4 do., . .	229	335	Brick, . .	Shipped.
1 do., . .	88	150	Turnips, . .	do.
106	9,207	16,790		

In addition to above, 96 tug boats called into harbour either for shelter or for orders; 39 trading vessels called for shelter or windbound; 5 fishing boats with herrings, and sold 107 mease; 41 pleasure yachts for shelter or for orders.

During the past year there were 7 cargo vessels less to this port, and 1,531 cargo tons less than during the previous year; however this falling off was general at the small ports around this coast.

APPENDIX H.

National Monuments and Ecclesiastical Ruins.

Irish Church Act, 1869, 32 & 33 Vic., c. 42; and Ancient Monuments Protection Act, 45 & 46 Vic., c. 73.

GLENDALOUGH CHURCHES, CO. WICKLOW.

The work carried out at the above National Monument consisted of repairs to the roof of St. Kevin's Kitchen, pointing, &c.; rebuilding a portion of the gable of St. Mary's Church; the construction of a new bridge over the river, the former one having become dangerous through decay; the fixing of labels on and cataloguing the various fragments found from time to time and stored in St. Kevin's Kitchen.

Beyond such repairs no work was undertaken or required.

MONASTERBOICE, CO. LOUTH.

Beyond the cutting of ivy, &c., and the under-pinning of walls, where they have been under-mined by the digging of graves, no work has been found necessary.

ABBEY KNOCKMOY, CO. GALWAY.

This extensive Abbey was in a most dilapidated condition. The nave and chancel were crowded with debris. The upper portions of the nave and chancel walls were nearly falling. The conventual-buildings were in a similar condition. Careful measured drawings, sections, and elevations, showing the condition of the structure before works were commenced were made. All that was requisite to maintain the Abbey in a proper state of repair has been done. A caretaker has been appointed.

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ATHENRY ABBEY, CO. GALWAY.

Extensive repairs were necessary; the walls required repair and pointing. The debris which had collected in the interior was removed. The fine tomb of the Berminghams has been repaired. Careful sections and elevations to scale have been prepared, showing the condition of the ruin prior to the works being undertaken. All that was requisite to maintain the building has been done.

ENNIS ABBEY, CO. CLARE.

The condition of the Graveyard attached to this ruin was found to be so serious, owing to overcrowding, that a committee of gentlemen brought the matter before the Local Government Board, who granted an order for its being closed. The coffins were so near the surface that great difficulty was experienced in lowering the graves near surface. The whole has now a satisfactory appearance.

The Abbey had been used as a parish church, having been roofed in 1819. All the woodwork of this date was ruinous, and had to be removed. The nave was excavated to the original level; arches which had been blocked in 1819 were re-opened; and the usual repairs to walls effected.

The date of the Abbey varies in parts, but the general style is that of the 13th century, with careful detail and fine mouldings.

KILMALLOCK ABBEY, CO. LIMERICK.

Owing to difficulties experienced regarding the vesting of this Abbey, little has been done.

Drawings have been made, and preliminary work connected with the general survey done.

SHERKIN ISLAND ABBEY, CO. CORK.

This is an extensive ruin, and was in a most dilapidated condition. Many of the walls were in a dangerous state, and care had to be taken not to make matters more serious during repairs.

The works were carried out satisfactorily under an experienced clerk of works.

INNISFALLEN ISLAND, KILLARNEY, CO. KERRY.

The ruins here consist of an Oratory built on the highest point of the Island, the ancient Abbey and surrounding conventual buildings. The date of the Oratory is twelfth century, portions of the Abbey the same date, part of it thirteenth century, and part sixteenth. The Oratory has been repaired, and falling walls secured. The debris filling the interior has been removed, disclosing many curious and interesting tombs. The eastern gable with two early English windows, counterparts of those at Aghadoe, in the vicinity of Killarney, had fallen, but the windows were perfect, and they have been replaced in their original positions. The high altar was discovered, and beneath it a curious relic, half bird, half fish, partly ivory and partly bronze. This relic has exercised the minds of learned societies, without, however, any definite result. Some further work is requisite on outlying portions of those conventual buildings, which it is hoped may be done this year.

BALLINSKELLIGS, CO. KERRY.

This extensive ruin has been carefully repaired under an experienced clerk of works. There is not much architectural detail of importance, but its history is interesting.

QUIN ABBEY, CO. CLARE.

Owing to the careful way in which former repairs were done at this Abbey, little remained to be carried out. The works were mainly in connection with the Dunboyne vault, which forms a portion of the Abbey.

MELLIFONT, CO. LOUTH.

The work done at this Abbey was simply repairs to portions of the walls which had fallen into decay since the last expenditure.

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